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LEVEL BOOK

N. W. P. R. R. CO.

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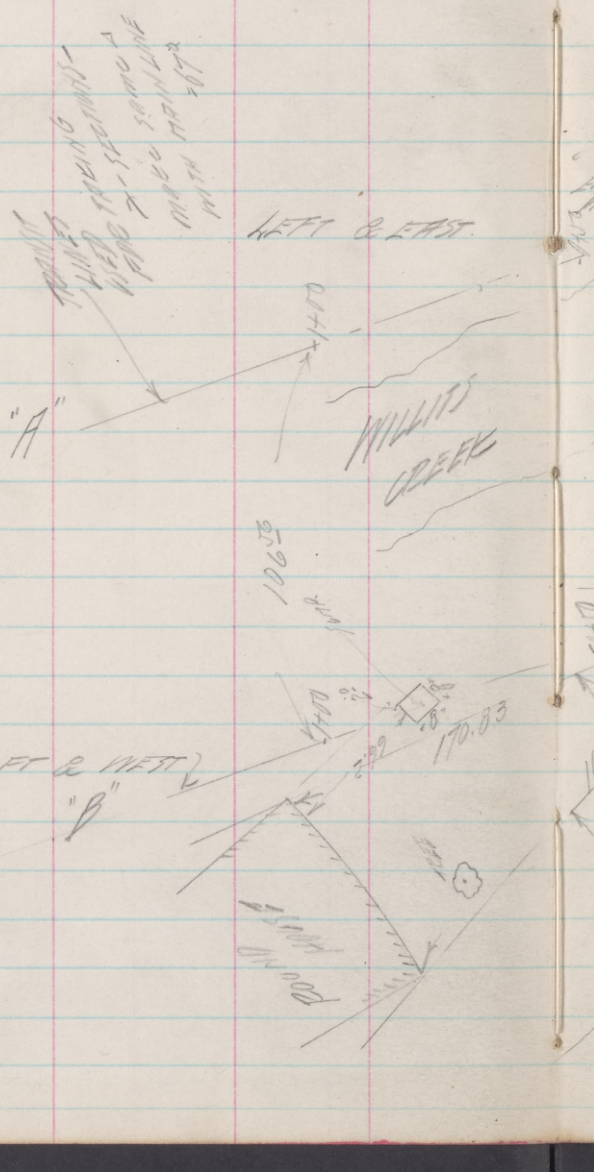
INDEX - L 33

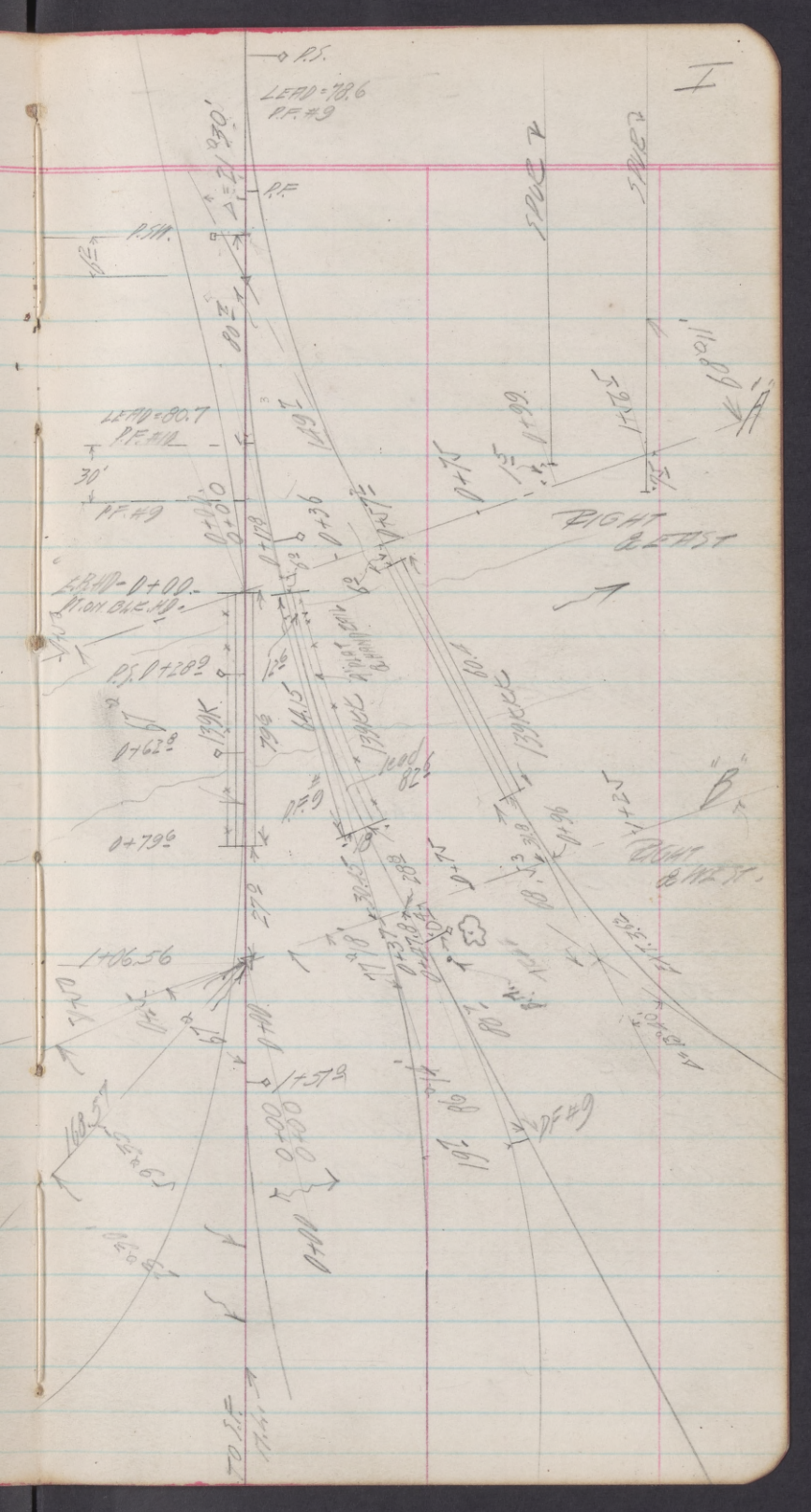
LOCATION	pages	Description	date
Willits	1 - 13	Trestle 139K - 139KK - 139KKK - Xsections in creek	2-7-16
Fairville	14 - 19	Levels Fairville to Sears Point Xsections	2-14-16
Novato	22 - 35	Levels showing where water overflowed at trestle 26B	2-21-16
Fairville	36 - 46	Levels Fairville to Sears Point Xsections	2-25-16
Guerneville	47 - 52	Line change 1st curve east of	3-4-16
Data on Switches	54 - 59	clearances and other data	3-14-16
Pine	60 - 63	Proposed Spur	
Cerrato to Icaria	64 - 86	Switch stand data	
Santa Rosa	92 - 95	realignment Lumber spur Berka Lumber Co	~~4-22-16~~
San Rafael	98 - 111	Toll road plan 3rd to Irwin St. and Xsections	4-22-16
Tunnel #7 (Recd)	113 - 119	Levels on sills and grades -	
Santa Rosa	126 - 127	Berka Lumber Co Spur ✓	
Sausalito	120 - 121	check on oil tank	

WILLITS

FEB. 7 1916

Plotted Feb. 16, 1916
Fee N-4496

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1036+34
1036+61
1036+87
1037+14
1037+40
1037+67
1037+93
1038+20
1038+46
1038+73
1

V

LEVELS

ON THE RIGHT & EAST -

STA.	Rod.	ELEV.
B.M. TOP. PAINT. WHITE STUB POST.	3.84	100.00
H.I. 103.84.		
TOP RAIL E.O.HD. 139K	4.38	99.46
TOP RAIL E.O.HD. 139KK	4.63	99.21
Ground 0+36.	8.1	95.74
TOP RAIL E.O.HD. 139KKK	4.88	98.96
0+75 Ground.	6.45	97.39
1+00 "	6.80	97.04
0+99. TOP RAIL END SPUR	5.70	98.14
1+25	7.50	96.34
1+50	8.10	95.74
1+56.5 TOP RAIL SPUR.	6.60	97.24
1+75	9.10	94.74
2+00.	7.40	96.40

LINE "A-A"

- ON THE LEFT & EAST -

STA.	Rod	ELEV.
	111.103.84	
0+25 on Ground	5.6	98.24 ✓
0+50	5.5	98.34 ✓
0+75	5.1	98.74 ✓
1+00	4.8	99.04 ✓
1+25	4.8	99.04 ✓
1+50	4.7	99.14

LEVELS.

ON THE RIGHT & WEST-

STA.	Rod	ELEV.
	H.I. 103.84	
T. RAIL. W. BND. 139K.	4.0	99.84
TOP BANK. WEST SIDE MIDWAY between W. BMS. 139K & 139KK	6.1	97.74 ✓
TOP RAIL. W. BND. 139KK	4.78	99.06
0+75 Ground.	6.2	97.54 ✓
W. B. HD. TOP RAIL. 139KKK	4.65	99.19 ✓
1+25	6.9	96.94 ✓
1+50	6.9	96.94 ✓
2+00	7.5	96.34 ✓

LINE "B-B"

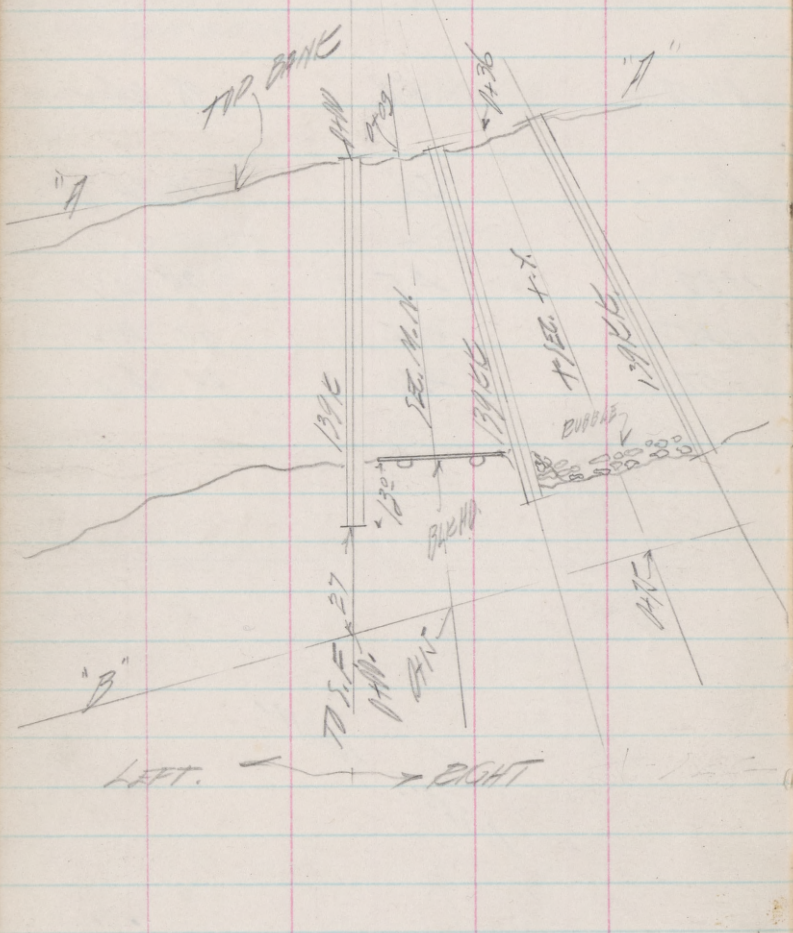
LEVELS.

ON THE STA.	LEFT Rod.	& WEST- ELEV.
	H.I. 103.84.	
0+25	5.3	98.54 ✓
0+50	5.8	98.04 ✓
0+75	5.1	98.74 ✓
1+00	4.5	99.34 ✓
1+25	4.5	99.34 ✓
1+50	4.10	99.74 ✓

4.5 to 5.3 follow

X-SECTIONS - CREEK

DISTANCES ARE FROM LINE AS STATION TO LEFT-EAST - OR - X-SEC. = 0 - ACTUAL ELEV. BEGIN -


TOP BANK
"A"
"A"
"B"
LEFT
RIGHT
BANK
BANK
BANK

"B-B" - PT. OF BEGINNING. IS SHOWN.
LEFT WEST & ELEV. OF BEGINNING OF
& END OF 4-SEC- SHOWN —

"B"

8

Plotted
Fe - Feb. 1916
N - 495
- + - SECTIONS.

STA. 0+25.

ELEV.	0	-0.3	-0.8	-4.4	-7.5	-9.9	-9.4
98.5+	"BB"	25	32 top bank	36	43	45 toe	√6.5

0+50

ELEV.	0.	+1.0	+0.1	-4.2	-4.7	-8.4	-8.8
98.0+	"BB"	31.	39 top bank	41	45	47 toe.	√8.5

0+75.

ELEV.	0	0.0	-4.1	-11.5	-9.7
98.7+	"BB"	37 top bank	41.	46.5 toe	59.5

1+00.

ELEV.					
96.3+	0.0	-0.3	-0.4	-10.0	-9.7
	"B-B"	40 top bank	16.	49.5 toe	64.5

1+25.

ELEV.					
99.3+	0.0	+0.5	+0.2	-9.7	-9.6
	"BB"	32	√0 top bank.	√4.5 toe	68.5

1+50	-0.1	-0.2			
96.1+	√5	25	+0.1	-10.3	-10.5
	top bank		38	61.5 toe	73.5

- III -

LEFT - from "B-B" to "A-A"

-9.4	-9.1	-8.2	-4.3	-3.8	-0.9	-0.3	ELEV.
59.5	66.5	74 toe	84	91.5	95 - TOP BANK	106.5	98.24

-8.3	-6.0	-3.5	-1.4	+0.3	ELEV.
73.5 TOE	76.5	84.5	86.5	106.5	98.36
		+0.3 90.5 top bank			

-8.6	-4.1	-0.3	0.0	ELEV.
73.5	86.5	90.5 top bank	"A-A" 106.5	98.74

ELEV. 99.04

-9.2	-4.6	-0.8	-0.3
77.5 toe	89.5	94.5 top bank	106.5

ELEV. 99.04

-9.4	-8.7	-5.6	-4.3	-0.8	-0.3	
80.5	84.5 toe	89.5	96.5	98.5 top bank	106.5	

99.14

-9.6	-6.5	-5.4	-0.6	-0.6
86.5 toe	94.5	96.5	101.5 top bank	106.5

-X SECTIONS

SEC. M-N-

ELEV. 97.14

-0.0 -3.5 -5.6 -9.4 -8.9 -7.5
39. 43 43 51 62 67
top bank bank HD.

STA.

ELEV. 97.54

0.0 -0.2 -8.7 -8.7 -8.9 -7.2 -7.2
00 27 38 40 49 62 72
top bank toe
bank

STA.

ELEV. 96.74

0.0 -2.3 -7.6 -9.6 -9.6 -8.8
0.0 34 36 44 68 69
top bank toe

STA.

ELEV. 96.04

0.0 +1.0 -1.0 -7.5 -8.8 -6.8
10 22 28 top 31 60.5 73.5
bank

STA.

ELEV. 96.94

+0.3 -1.6 -7.1 -8.7 -6.8 -7.6
6.0 26 27 60 76 84

STA.

ELEV. 96.44

-0.2 -2.4 -3.4 -5.5 -9.1 -8.4
12 19 22 34 39 50

STA.

ON RIGHT — from B.B to AA

STA. 0+09 line "A-A" } to
STA 0+15 " "B-B" }

-7.6 -7.9 -6.9 -7.1 -7.7 +0.9 EST. 96.5
71 77 82 89 toe 102 toe 107 top bank

0+75 on line "B-B" } to
0+36 on line "A-A" }

-3.8 -2.8 -2.2 -1.9 +1.0 EST. 95.7A
87 90 97 108 168

1+00 on line "B-B" } to
0+75 on line "A-A" }

-8.0 -5.3 -3.3 -1.0 -1.0 EST. 97.A
71 toe 83 95 100 top bank 106.5

1+25 on line "B-B" }
1+00 on line "A-A" }

-4.8 -2.9 -0.2 +0.1 EST. 97.04
80 96.5 103.5 top bank 106.5

1+50 on line "B-B" } to
1+25 on line "A-A" } EST. 96.3 ℄

-3.6 -3.0 -0.6
95 103.5 top bank.

note on line "A-A"
STA 1+35 - 14' to top bank

1+75 on line "B-B"
1+50 on line "A-A"

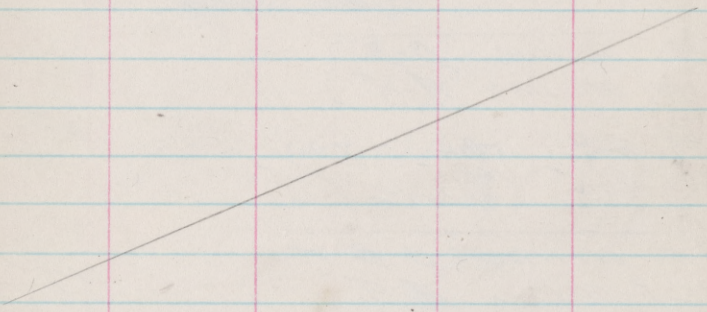
-7.7 -6.0 -0.7 EST.
73 84.5 91.5 top bank 95.74

12

X - SECTIONS -

STA -

ELEV. 96.3A	+0.5	-1.8	-3.6	-7.0	-8.0
	11.0	31. top bank	36	42+0	46



ON RIGHT- from "B-B" to "A-A"

2+00 on line "B-B"
1+75 on line "A-A"

-8.1	-7.1	-4.4	-3.6	0.0	-0.1	
63	78.5	85.5	91.	96	110	

Ref. 9474
File 14 X 2

FEB-7-1916

T.R. LEVELS - FAIRVILLE

14

STA.	+	H	-	ELEV
B.M	5 19	12 49		7 30
523		12 5	2 58	9 92
+99			2 57	9 93
+67			2 76	9 74
522			3 3	9 2
521			3 7	8 8
520			4 1	8 4
519			4 6	7 9
518			4 8	7 7
517			4 9	7 6
516			5 1	7 4
T.P.	4 11	11 86	5 07	7 42
515		11 9	4 3	7 6
514			4 1	7 8
+24 9			3 87	7 99
+24		BOTTOM OF DITCH	7 9	4 0
+18			9 0	2 9
+10 0			6 6	5 9
+08 8			3 84	8 02
13			3 85	8 01
12			4 1	7 5
11			4 6	7 3
10			4 8	7 1
9			4 9	7 0
8			5 0	6 9
T.P.	4 4	11 23	5 03	6 83
7		11 2	4 5	6 7
6			4 1	6 6

TO SEARS POINT 15

FEB-14-1914

SPIKE IN TEL. POLE
R+. STA. 523+85

E.L. TRESTLE #34D

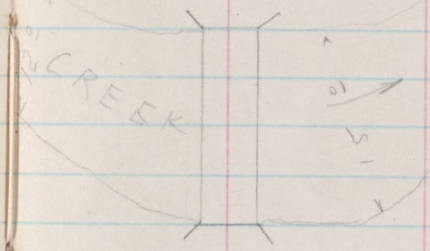
W.L " "

Lt			West Bound				Rt			
-7.9	-2.7	+0.6	+0.6	0	0	+0.2	+0.9	-1.4	-1.4	
-7.5	-7.3	-4.0	-4.0	-4.6	-4.6	-4.1	-3.7	-6.0	-6.0	ROD
25	16	10	7	4	4	4	7	14	25	DIST

80 ×

517+30 CULVERT #34C
1.5 × 4+3.5 BOTTOM 3.5 BELOW T.R.

Lt		West Bound				Rt	
-0.7	-0.9	0	0	0	+0.3	+0.3	
-5.2	-5.2	-4.6	-4.6	-4.2	-4.3	-4.3	
30	8	7	4	10	16	30	



EL. TRESTLE #34B

BULKHEAD

CENTER

BULKHEAD

W.L. TRESTLE #34B

-1.7	-2.6	-1.7	0	0	+0.2	-0.2	-0.1	-0.2	
6.0	7.2	6.2	5.2	5.2	5.2	5.4	5.3	5.4	ROD
25	20	13	4	4	9	10	16	25	DIST.

16 TOP OF RAIL LEVELS

STA.	+	*	-	ELEV
+50		11 23	4 7	6 5
5		11 2	4 7	6 5
+50			4 7	6 5
B.M.			6 25	4 98
4			4 6	6 6
+50			4 5	6 7
3			4 5	6 7
+50			4 6	6 6
2			4 6	6 6
+50			4 6	6 6
1			4 5	6 7
+50			4 5	6 7
500+00			4 6	6 6
T.P.	4 6	10 95	4 88	6 35
+50		11 0	4 5	6 5
99			4 5	6 5
+50			4 6	6 6
98			4 6	6 6
+50			4 6	6 6
97			4 6	6 6
+50			4 6	6 6
96			4 2	6 6
95			3 9	7 1
+61	E.L.		3 79	7 16
+14 6	W.L.		3 80	7 15
94			3 85	7 10
93			4 1	6 6
92			4 6	6 6

FAIRVILLE - SEARS POINT

FEB - 14 - 16 17

(24) (4)

WEST BOUND

	~~+2.4~~ -2.8	-2.0	-0.7	-0.1	0	0	-0.5	-0.5	~~-1.6~~ -1.7	
ROD	7.8	7.0	5.7	5.6	5.0	5.2	5.5	5.5	6.6	6.7
DIS.	23	14	9	4	2	4	6	10	15	25

B.M. SPIKE IN TELPOLE
STA. 50 + 35

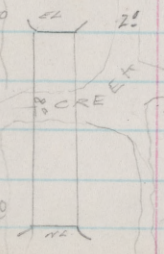
	-2.9	-2.9	-2.4	-0.7	0	+0.1	-0.7	-1.9	-2.1	-3.4
ROD	7.7	7.7	7.2	5.5	1.8	4.7	5.5	6.2	6.9	8.2
DIST.	25	18	10	7	2	4	6	12	15	23

	-3.7	-2.9	-2.6	-2.0	-0.7	+0.2	-0.5	-0.5	-1.8	-2.7	-4.4
ROD	8.3	7.5	7.2	6.6	5.3	4.6	4.4	5.2	5.2	6.2	7.3	9.0	9.4
DIST.	24	20	14	9	6	2	1	6	7	10	17	18	23

FROM TOP RAIL

STA. 50 EL. 21

+61 = -3.1
+50 = -3.8
+16 = -5.0
+39 = -6.8
+31 = -6.1
+25 = -4.0
+15 = -3.2



18 TOP RAIL LEVELS

STA	+	℄	−	ELEV
491		10 95	4 8	6 2
T.P.	4 16	10 59	4 82	6 13
490		106	4 4	6 2
89			4 3	6 3
88			4 4	6 2
87			4 3	6 3
86			4 3	6 3
85			4 4	6 19
B.M.			5 96	4 63

FAIRVILLE - SEARS POINT 19

FEB-14-16 W.J.A

G.L.B.

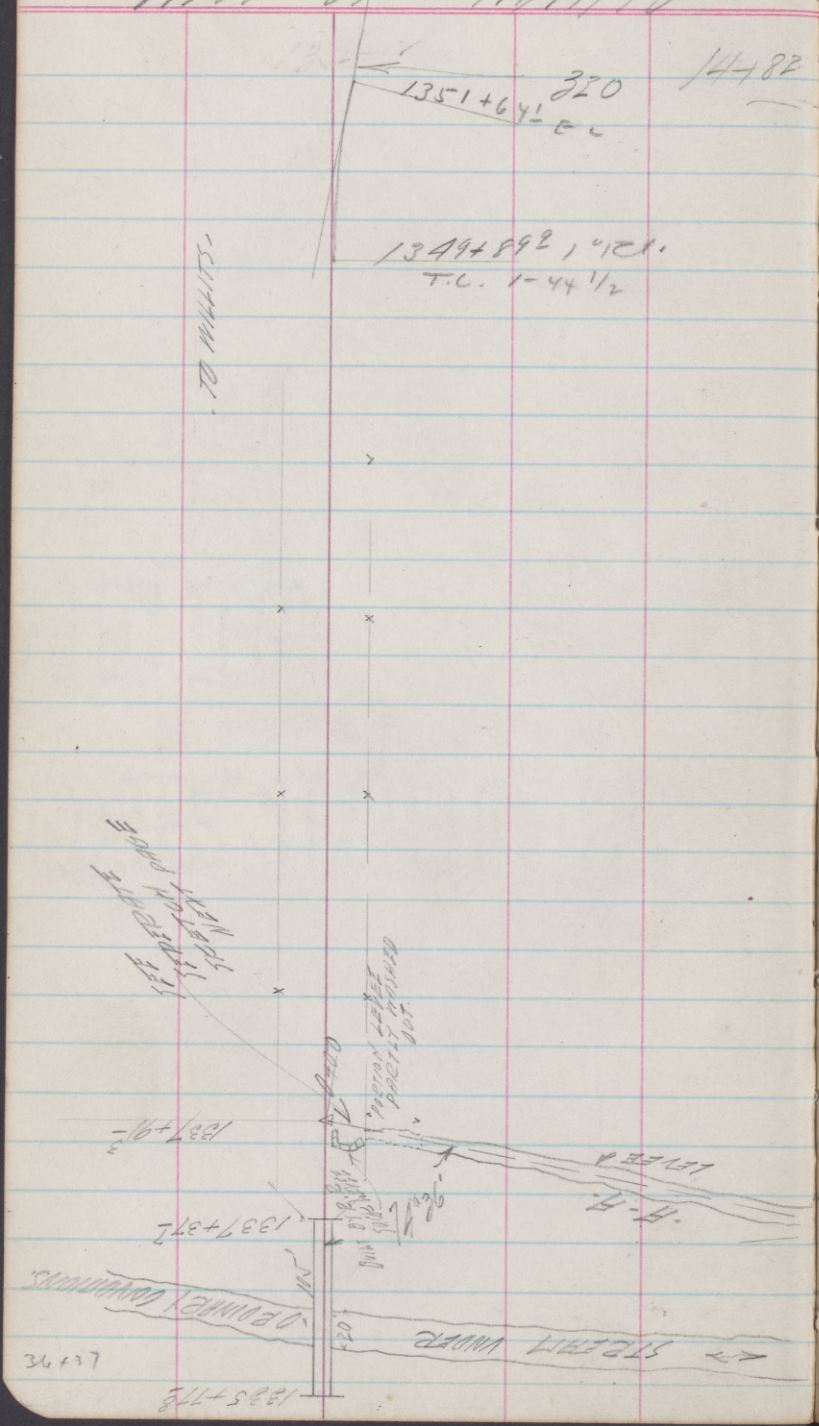
TO S.F.

WEST BOUND

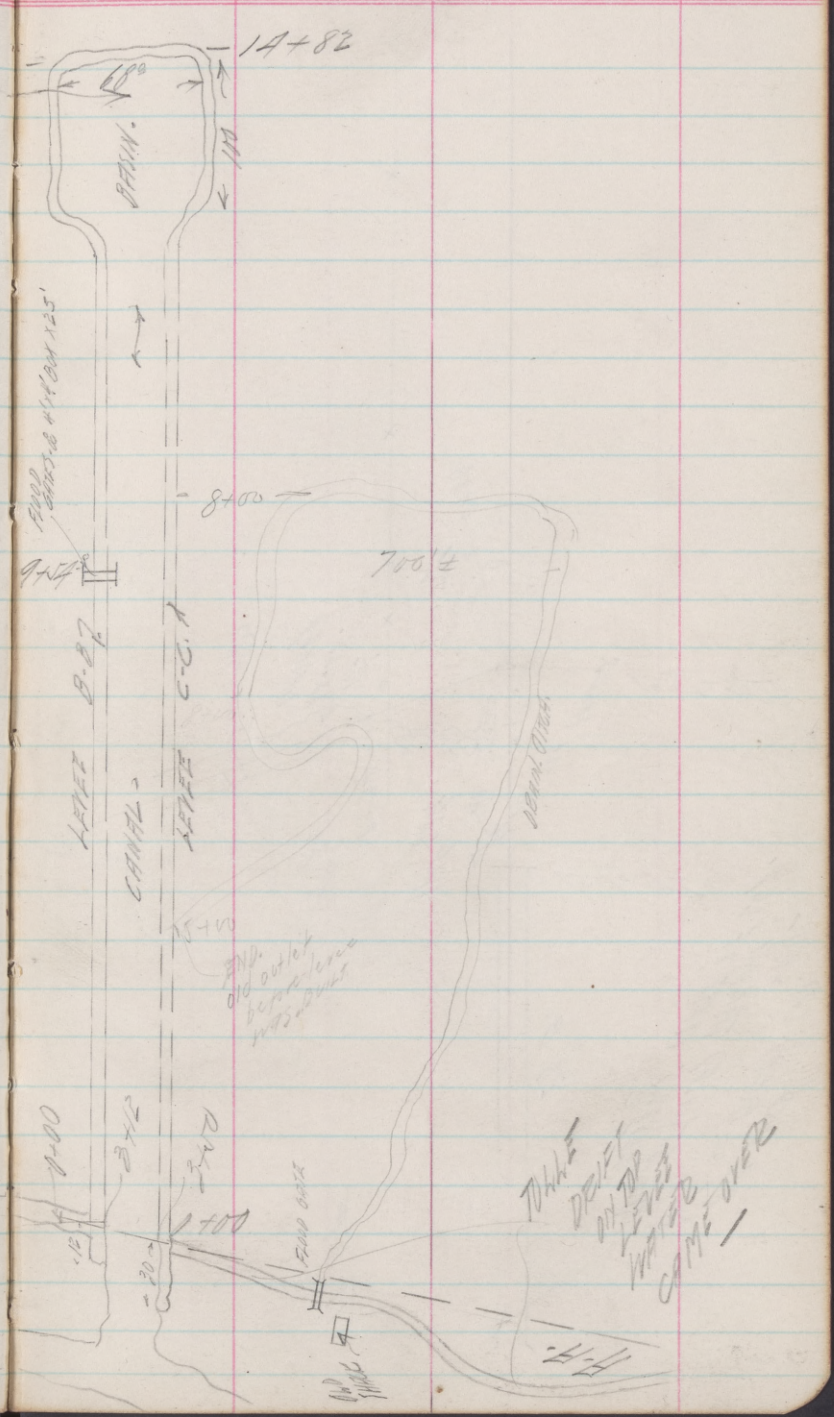
	-4.1	-2.5	-2.4	-0.3	0	-0.3	-2.1	-2.6	-3.6
ROD	8.8	7.2	7.1	5.2	4.7	5.2	6.8	7.3	8.3
DIST.	25	22	12	4	0	5	10	19	25

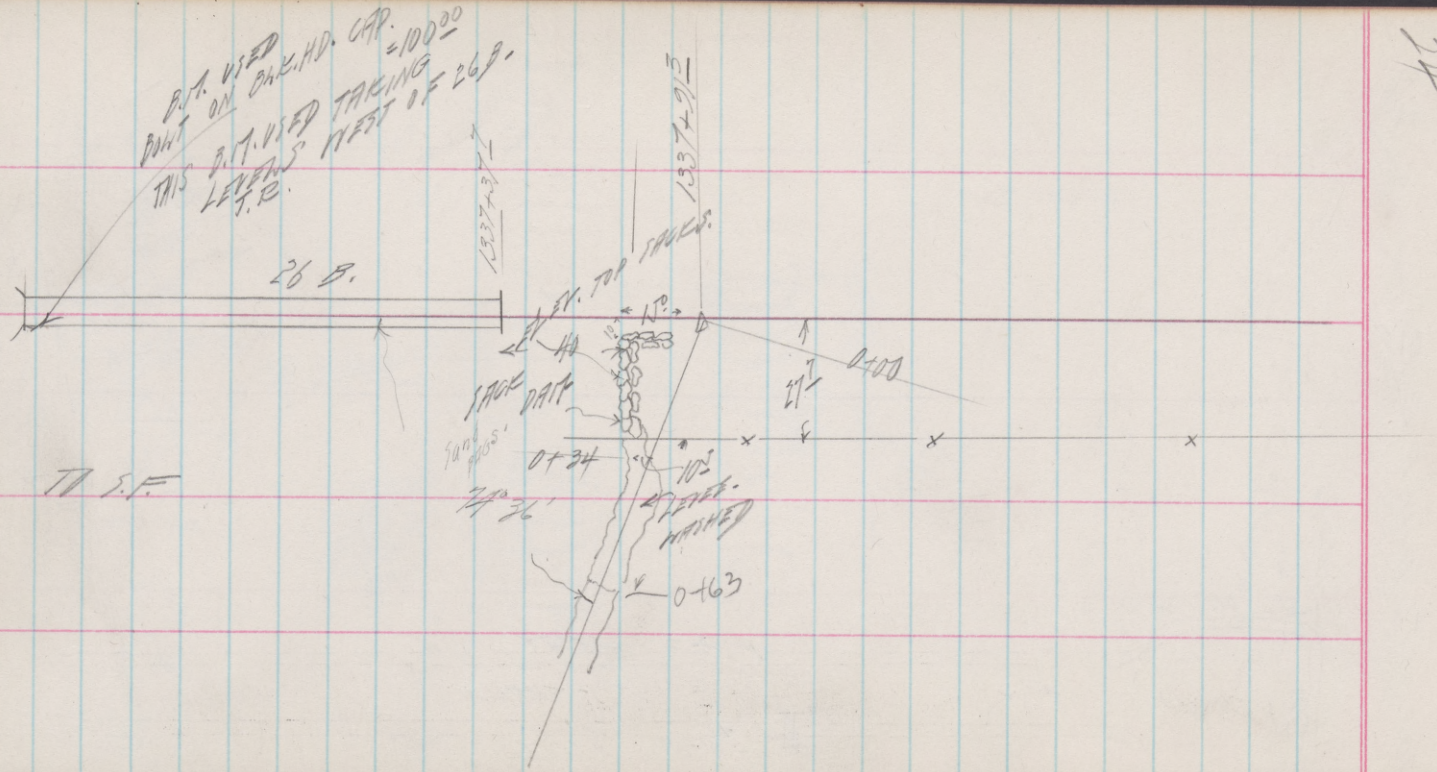
B.M. SPIKE IN TEL. POLE 48 4780

- WEST OF NORTH -



SURVEY OF LEVEES POSSIBLE SUIT FOR DAMAGES TO BE BROUGHT AGAINST N.W.P.R.R. 23




B.T. USED
BOLT ON BAK. HD. CAP.
THIS B.T. USED TAKING
LEVELS WEST OF 26 B.
J.R.
26 B.
133.7+3.7=
133.7+9.3=
EL. TOP TRACKS.
17'
EL. HD
STAKE
DATE
0+00
27'
0+34
10½
FEATHERED
WASHED
0+63
TO S.F.

DERAULT
LANE

PROFILE ALONG & X-SECTIONS

STA.	+	-	Rod	ELEV.
B.M. TREE W CAP.	6.59	106.59		100.0
1337+91.3 M.L. 0+00 TRANSIT LINE			TOP TIE 5.0	101.6
TRAIL IN. BLEND TREST. 26 B.		106	4.50	102.09
T. RAIL. E. BLEND TREST. 26 B.			4.57	102.02
TIP STAKES (SEE SKETCH) NEAR TRACK.			7.5	99.1
0+00				
0+07			5.7	100.9
0+12			7.0	99.6
+14			10.0	96.6 ✓
+22			10.9	95.7 ✓
0+27 ± fence			10.4	96.2 ✓
0+34 ±			9.6	97.0 ✓
0+50 ±			9.4	97.2 ✓
0+63 ±				
0+63 ±			8.2	98.4 ✓
1+00			8.1	98.5
1+50			8.2	98.4 ✓
2+00			8.2	98.4 ✓
2+50			8.1	98.5 ✓
2+77 TOE LEVEE "B-B"			9.3	97.3 ✓
2+86 ± TOP LEVEE "B-B"			6.2	100.4
3+07			10.0	96.6 ✓
3+12 ±			12.1	94.5 ✓
3+14 ±			16.0	90.6 ✓

TOP OF LEVEE CALLED - "A-A"

LT.	℄	RT.	DISTANCE of actual ℄ of Levee to Rt or Left of Line A-A
	℄		
	ELEV.		
Level. -1.7 -1.2	97.0	-0.5 -1.4 -1.6	
17 11	℄	6.0 9.0 20	10.5 Rt.
-1.9 -1.5 -0.5	97.2	-1.1 -1.1 -2.0	
24 18 12	00	3 14 19	
" "	"	"	
Same section			
-2.0 -1.8 -1.3 -0.4	98.4	-0.5 -0.9 -2.2 -2.4 -3.2	
21 15 9 5.0	00	3.0 8.0 10 26 28	2' Rt.
	℄		3' Lt.
-1.9 -2.1 -0.7	98.4	-0.7 -1.3 -2.1 -2.3 -3.2	
20 17 20	0.0	4. 12 15 32 34	3' Lt.
			on Line

STA	+	↑	−	Rod	ELEV.
note: did not determine depth of canal in center between "B-B" & "C-C"					
		106.59			
T.P.			-6.26		100.33
	+6.21	106.54			
3+50				15.0	91.5
3+51				9.5	97.0 ✓
3+72 TOP. LEVEE C-C.				6.5	100.0
3+85				8.7	97.8 ✓
4+50				8.5	98.0 ✓
5+50				8.3	98.2 ✓
6+41 FLOOD GATE 6 BOT. 4½ CHL.				13.9	92.6 ✓
TOP LEVEE 6+41.				8.9	97.6 ✓
7+00				8.4	98.1 ✓
9+00				8.7	97.8 ✓
12+00				8.7	97.8 ✓

Lt	℄	Rt.	Distance of actual Levels to Right & Left of Line Run.
			on line
			"
-3.0 12	99.2 ℄	-1.8 7.0	-2.8 29	20' Rt
			"
			44 Rt.
-3.3 18	-1.7 14.0	-1.2 5.0	99.8 ℄	-0.9 6.0	71' "

— PROFILE TOP LEVEE "B-B"

STA.	+	X	−	Rod.	ELEV.
0+00 = intersection #7 and B-B		106.59			
0+00				6.2	100.4
1+00				7.3	99.3
3+00				7.5	99.1
6+00				8.1	98.5
9+00				7.5	99.0
9+54	F1000 284	4'x4'x24' under knee.	Pot 351	11.3	95.3
12+00				7.4	99.2
14+82				7.3	97.3 ✓

+-SECS.

LT.	℄	RT.
-3.7 12.0	99.3 ℄	-3.3 11.0 -3.3 17
-3.8 -3.1 13.0 60 TUBE DRIFT -3.0 -2.2 14 9.0	97.6 99.1 ℄ 98.5 ℄	-3.8 16.0 -2.4 -3.5 10 17
-3.7 -2.8 12 7.0	99.0 ℄	-3.0 -4.0 [-0.9 (98.2) 12 19 2 TUBE DRIFT.
	99.2 -4.2 -4.4 ℄ 12.0 17	-0.8 (98.4 6.0 TUBE DRIFT
95.5 11.0	99.3 -3.8 ℄ 10.0	-0.8 (98.5 TUBE DRIFT

3V

-PROFILE- TOP LEVEE "C-C"

STA.	+	±	-	Rod	ELEV.
14+82		106.6		7.3	99.3
12+00				7.0	99.6
OLD BREAK IN LEVEE		11+06	TOP	8.1	98.5
NOW - BULK-HEADED - BACK FILLED WITH SAND CHGS.		10+60	Sandbags.		
10+60 TOLLE DRIFT.				8.4	98.2V
9+00				7.1	99.5
6+33		WATER MENT OVER		8.3	98.3 ✓
6+50		LEVEE -		8.8	97.8 ✓
6+46		WATER MENT OVER		9.0	97.6 ✓
5+70		" " "		8.2	98.4 ✓
4+77		" " "		8.4	98.2 ✓
3+71		" 4' WIDE "	✓	8.4	98.3 ✓
3+71				8.3	98.3 ✓
3+00				7.8	98.8
1+00				7.0	99.6
0+00					91.5

	Lt.	℄	Rt.
-11 (98.2)	-3.9	-3.4	99.3	-4.7
30	21.0	13.0	00	12.0
TOWARD DRIFT				
	-4.4	-3.7	99.6	-4.9
	19	12	00	15
	95.5	99.5	94.9
	12	0.0	18
	-2.5	-1.1	97.8	-3.0
	12.0	6.0	0.0	19
	-2.9	98.3	-3.3
	10	℄	21
98.3 / 3	TOWARD DRIFT.		
	-4.0	99.6	-4.2
	12	℄	19

-OVER-

Note: ELEVATION OF HIGH WATER WAS 98.3. THIN PTS ON WEEDS SHOWING LESSER ELEV. HAVE DEPOSIT OF TURBE DRIFT. SHOWING WATER LEVEL

THIN MARKED WITH CHECK. SHOW TURBE DEPOSITS

35

FEB. 21-1916

A.H.M.
W.T.
G.L.B.

— ROUNDS —

3/6 — FAIRVILLE - STAB 5 PT.

TOP RAIL PROFILE

STA. B.M.	+	I	-	Rod -	ELEV
PT=STA 49+40					8.06 ℄
	3.83	11.89			
58				5.4	6.5
57				5.4	6.5
56+50				5.3	6.6
56				5.0	6.9
55+50				4.8	7.1
55				4.5	7.4
54+50				4.2	7.7
54				4.1	7.8
+50				4.1	7.7
53				4.1	7.8
+50				4.1	7.8
52				4.1	7.8
+50				4.1	7.8
51				4.0	7.9
+50				3.8	8.1
50				3.9	8.0
+50				4.0	7.9
49				4.0	7.9
+50				4.0	7.9
T.P.			-4.28		7.61
	+3.74	11.35			
48				2.6	7.8
47+50				2.7	7.7
47				2.9	7.5
+50				3.2	7.2

FEB. 25-1916
M.H.W.

37

LINES
LT.

SEE PAGE 14
S 23+00 to 485+00
PAGE 36 - S 58 to S 73
PAGE 42 - 485 to 448

NOTE

2.5 5.5 4.5 ¢ 5.4 6.4 8.5
17 8 5. 4 9 16

-0.8 -2.0 -1.5 -0.8 -0.6 0 3.7 -1.1 -2.1 -2.0 -1.8
2.5 5.1 5.2 4.5 4.3 4.0 4.8 5.8 5.7 7.5
TP 22 11 7 4 6 4 8 11 16
TPE

-4.0 0 0 -0 5/8 -0 9/8 -3 0/8
5.1 3.1 3.4 3.6 4.4 6.1
11 6 4 4 8 14

	+	T	−	Rod	Elev.
46		10.35		3.6	6.8
+50				4.0	6.4
45				4.3	6.1
+50				4.4	6.0
44				4.4	6.0
+50				4.3	6.1
43				4.4	6.0
+50				4.1	6.3
42				3.9	6.5
+50				3.7	6.7
41				3.4	7.0
340+00				3.0	7.4
T.P.			−3.31		7.04
	+6.02	13.06			
+50					
39				5.4	8.1
38+21.6	35 ft			4.90	8.2
38+05.6				4.78	8.28
38				4.8	8.3
37				4.4	8.7
+50				3.9	9.2
36				3.5	9.6
+50				3.1	10.1
35				2.7	10.4
+50				2.2	10.9
34				1.9	11.2
+50				1.5	11.6

— T-SECTIONS —

4

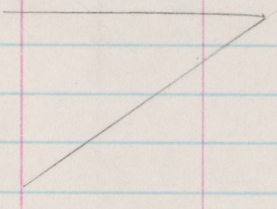
	-3.4	-1.1	-0.4	0	-0.2	-0.8	-4.1	
	7.0	4.7	4.0	3.3	3.8	4.4	7.7	X
41+00	16	11	4.0	TR	4	9	17	

4+3

	6.3	5.7	4.8	3.9	4.5	4.6	8.9	
	14	9	4	T.R	4	8	18	
3.1	3.1	5.0	4.4	3.5	3.9	3.9	5.7	5.9
20	12	9	4.	T.R	4	7	13	19

√above top of pile	3.6	3.1	2.5	2.4	3.3	1.1	
21	8	4	TOPTILE	4	9	18	

Sta.	+	=	-	Rod	Elev.
√33+00		13.06		1.3	11.8
+50				1.2	11.9
32				1.0	12.1
T.P.			-1.29√		11.76
	+3.78	√.54			
+50				3.3	12.2
√31				3.√	12.0
+50					
30				3.√	12.0
29				3.4	12.1
28				3.6	11.9
√27+50					
27				3.7	11.8
26				3.9	11.6
25				4.4	11.1
√24				√.1	10.4
B.T. √23+85			-8.42		7.32
23				√.6	9.9
340 E END				√.65	9.89
W. END				√.82	9.72



G

Rod Readings-

3.7 5.0 4.3 4.0 4.5 4.5 6.1
11 10 4.6 TOATIE 4.0 12 16

+7 +4.0 -0.3 -0.4 0 -0.1 -0.5 +2.0 +4
3 higher 0.0 4.3 4.4 4.0 4.1 4.5 2.0 0
23 14 8.6 4.0 TOATIE 4.0 8 7 13 level.

-2.1 -0.4 -0.4 0 -0.5 -0.6 -2.7
6.9 5.2 5.2 4.8 5.3 5.4 7.4
13 9 4 TOATIE 4 9 14

STA.	+	+	−	Rod	ELEV.
B.M.	6.15	10.78			4.63
84+00				4.4	6.4
83				4.3	6.5
82				4.2	6.6
81				4.2	6.6
80				4.2	6.6
79				4.4	6.4
78				4.5	6.3
77				4.0	6.8
76				3.7	7.2
T.P.			3.88		6.98
	+6.17	13.15			
75				5.6	7.2
74				5.1	8.0
E LINE				4.8	8.4
W LINE	33E			4.66	8.49
73				4.5	8.7
72				4.4	8.8
71				4.2	9.0
70+00				4.0	9.2
69				3.9	9.3
68				3.8	9.3
T.P.			4.15	4.15	9.00
	+5.48	14.48			
68					

+.5 EC.

-2.2	-2.0	-0.8	-0.4	0	-0.7	-0.9	-2.3	-2.6
6.1	6.6	5.2	5.0	4.6	5.3	5.5	6.9	7.2
15	13	8	4.	tap tic	2	9	14	19

X

-3.7	-0.6	-0.5	0	-0.1	-3.4	
8.5	5.2	5.3	4.8	4.9	8.12	
19	9.	4	tap tic	8	16	X

+4.1	+1.7	+1.3	-0.6	0	-0.2	-1.3
0.2	2.8	3.2	5.1	4.5	4.7	5.8
17	12	8	5	tap tic	12	15	X

8.1	6.1	5.6	6.1	8.6
14	7	tap tic	7	14

FAIR-VIEW-

STA	+	↑	-	Rod	ELEV.
467+00		14.48		5.4	9.1
66				5.0	9.5
65				4.7	9.8
64				4.6	9.9
63				4.1	10.4
62				3.8	10.7
61				3.6	10.9
60				3.4	11.1
T.P.			-3.70		10.78
	+5.42	16.20			
59				4.9	11.3
58				4.8	11.4
57				4.5	11.7
56				4.4	11.8
55				4.2	12.0
54				4.3	11.9
53				4.5	11.7
+50				4.6	11.6
52				4.7	11.5
T.P.			-5.02		11.18
	+5.29	16.47			
52					
+50				5.1	11.4
51+00				5.1	11.4
+50				5.1	11.4
50+00				5.3	11.2
+50				5.6	10.9

SEARS - DT -

FEB - 25 - 196

LEVELS -

LT 4 RT 4J

3.5	4.5	4.5	5.0	√.0	5.5	7.2
18	14	8	4	topsoil	4	11

4.7	4.	4.1	3.8	4.3	6.6	9.5
10	6	4.0	topsoil	4.	16	27

√.1	5.	4.6	√.2	5.2	7.5	11.6
10	√.	topsoil	4	6	27	36

2.√	4.6	√.2	√.6	6.9
22	18	topsoil	24	31.

46

STA.	+	℄	−	Cod.	ELEV.
49		16.47		5.9	10.6
B.M. 448+85 · Spike in pole				5.86	10.61
48+50				6.2	10.3
448+00				6.3	10.2
REG. LINE				6.48	10.0
REG. LINE				6.53	9.94

END

GUERNEVILLE

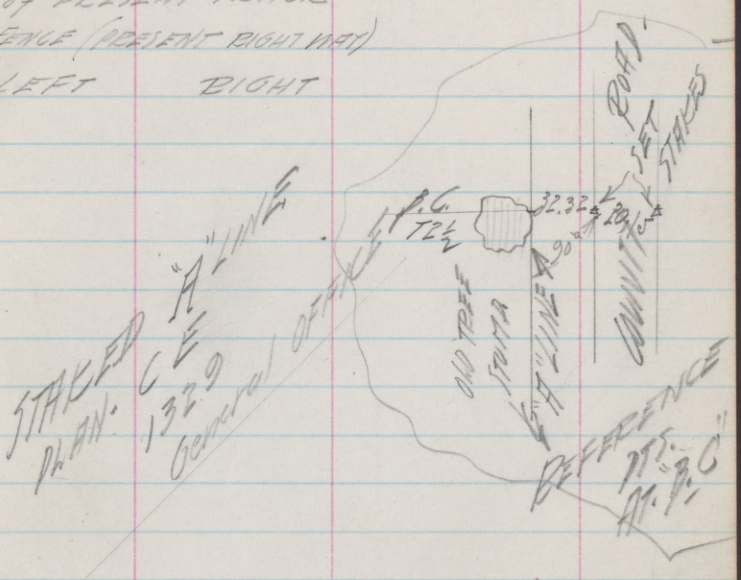
STA.	℄ of "A" line as staked to RIGHT OR LEFT of ℄ PRESENT TRACK	
	LEFT	RIGHT
821+89.1	0.0	
EAST BLK HD-7.1A		
822+00	.08 LT ✓	
+50	.35 " ✓	
23	1.22 " ✓	
+50	1.30 " ✓	
24	3.54 " ✓	
+50	4.66 LT. ✓	
25	5.67 " ✓	
825+46 4/4 BK. ✓		
T 2 1/2 LT.	5.82 "	
+76.4	5.32 " ✓	
26+06.4	4.85 "	
26+36.4	4.54 "	
826+44 3/4 BLK. ✓		
26+66.4	4.42 "	
26+96.4		
827+06.4 "CC."	4.5 LT.	
27+50	4.7 "	
827+53 3/4 BLK.		
28	4.68 LT	
28+50	4.35 "	
29	3.72 "	
+50	2.94 "	
830	1.98 "	

CHANGE ALIGNMENT MARCH-1916.
& CORRATORE EAST
OF QUEENEVILLE -

49

℄ of present track
to fence (present right way)

LEFT RIGHT



91.6
89.1
2.1

Pt. in right edge
6 tree stump.

WEST. BAK. HD.
TREST. 76 B.
4

"CC." 9° 30' LEFT.
nail set in small bracing
of bent - 0.8 west of west
line of cap -

EAST. BAK. HD.
TREST. 76 B.
4

Present Fence	9.9
	9.9
	9.9
	9.9
	9.9
	9.6

50

STA.	℄ of "A" line as staked to Right or LEFT of ℄ DESCENT TRACK	
	LEFT	RIGHT
830+50	1.17	
31	0.5	
31+40		
+50	0.32 Lt.	
32	0.0	0.0
+50	0.0	0.0
33		0.38 Rt
+50		0.71 "
34		1.33 "
+50		1.90 "
834+48. P.C.		
834+87.5	BACK LD on Rt	
835+06.5 P.T.		
35		1.34 "
835+31.7 E.C.		0.26 "
835+36.6 P.T.		
9°15' from P.C. to E.C.		
836+343 P.C.		
5°30' Rt.		
834+96.		

℄ of PRESENT TRACK
to RIGHT of NEAT FENCE

LEFT	RIGHT	
9.9		
9.5		
	BEGIN FENCE 10.5 on Rt.	
10.5		
12.6	10.5	
15.1	10.4	—Note fence to be lowered for proper clearance when track is thrown.
15.0	10.5	
16.0	10.4	
16.5	9.2	
14.1	9.4 ±	FENCE ON RIGHT IS 5.8 above top rail-BK HD. // to track on LEFT inside on top.
Ont. 8.7		
" 7.0		Δ in Bk. HD // to TK.
" 12.6		EAST END BK. HD.
	10.7	
FENCE 11.4	10.4	
12.5	8.7	

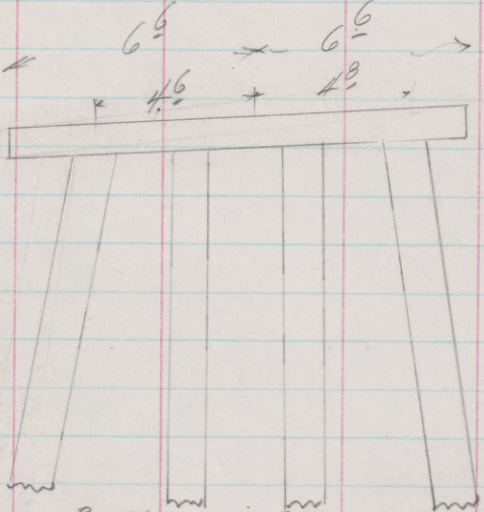
→ — Need culvert under track at present 2 boards from V. culvert under road = 1 x 0.6 - out 7.2 to edge - bottom culvert even top of TK —

J2

2

740

— TRESTLE 76 B - to move to left 4.5 feet.



BENTS - 4 PILES. CONDITION FAIR.

all piles will have to be renewed acct. superelev. curve. grade changed - no profile run as yet.

1+09.2	EAST BKHD.
1+09.2	BENT #8
0+94.9	BENT #7
0+79.6	BENT #6
0+63.2	BENT #5
0+47.6	BENT #4
0+31.8 ℄	BENT #3
0+16.0	BENT #2
0+00.8	BENT #1
0+00.	

called - west bk. hd - WEST BKHD.

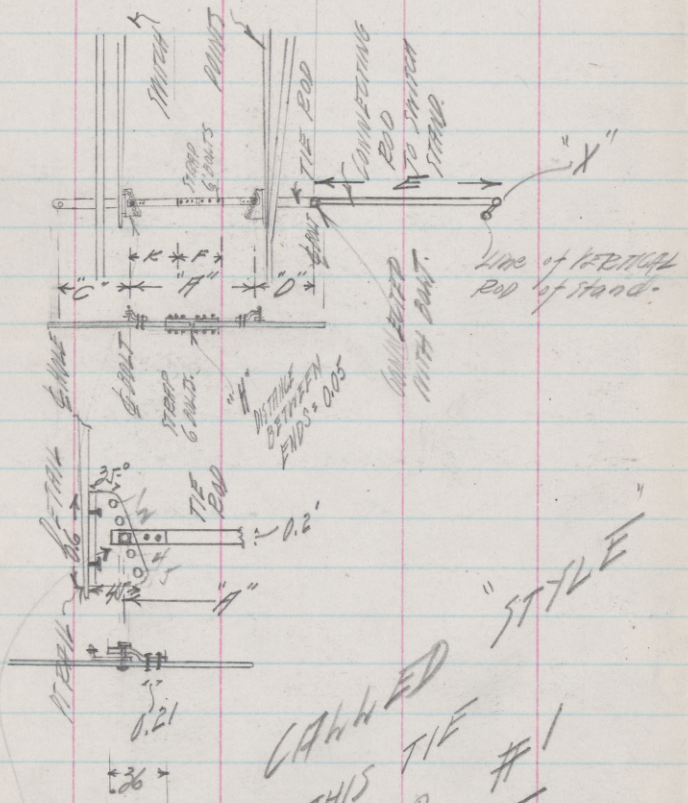
√3

J4

CHECK CLEARANCES &

TYPE OF

MET WITH.



"STYLE"

CALLED THIS TIE ROD #1

THIS TYPE CONNECTION WITH SWITCH POINTS HAS 5 holes. with this there is variation of 0.1 both sides. In tabulation shown which hole the rod is connected to.

MARCH 14-1916
√√ M.H.W. }
W.N.A. }

OTHER DATA ON SWITCH STANDS.

TIE ROD & SWITCH STANDS

STYLE TIE ROD #2
same as no.1 except stud in center has 4 bolts instead of 6 as in no.1.

---

note: "C" always measured on opposite end of switch tie rod from SWITCH STAND AT "X". C is distance from outer hole in rod to pt. of connection with SWITCH POINT

"A" = distance between two bolts, or points of connection with switch points

holes are counted from smaller end. note sketch. in tables the right or left connection is given as noted regardless whether "leads" or trails / switch.

"D" = pt. of connection with pt. rail TO center of bolt connection with switch stand rod-

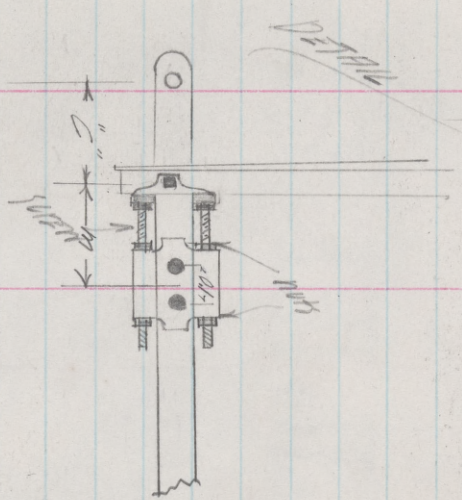
"E" = length switch stand rod

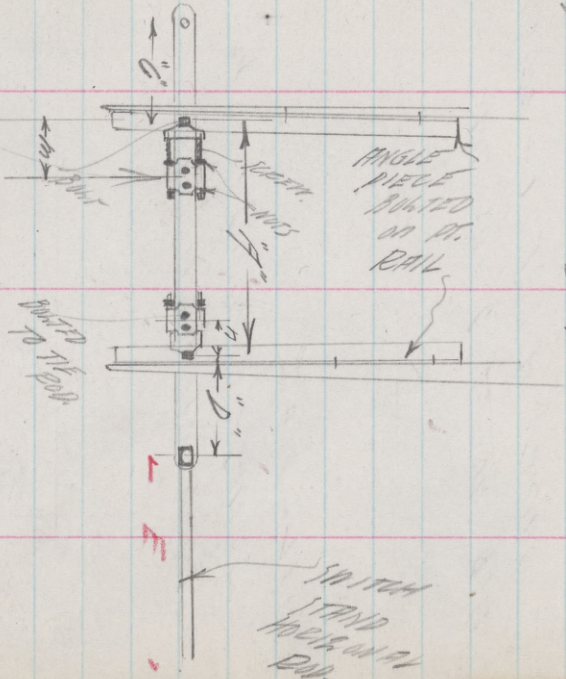
these above are general and applr to all styles. TIE RODS. to follow-

"F" = length of strap

K = distance edge strap from pt. of connection with point rail.

STYLE #31


DETAIL
1"
1 1/2"
1/2" DIA.
NUT


1"
1 1/2"
SCREW
AND
1 1/2"
ANGLE
PIECE
BOLTED
ON AT
RAIL
BOLTED TO RAIL
1"
1
1
INSIDE
STAND
HORIZONTAL
ROD

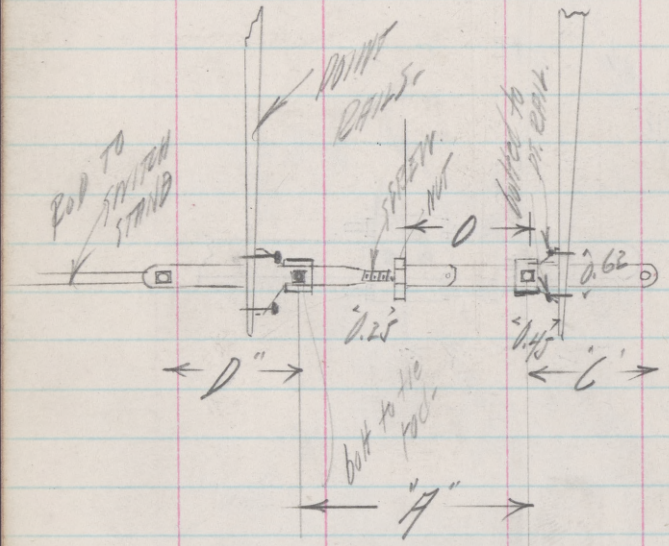
#8

STYLE #4-
same as no 1 - except. has no strap as noted as "F" Rod is SOLID - TOTAL LENGTHS

STYLE #5
same as no. 3 - except has a strap in center like 1 and 2, i.e. rod is in two parts

---

STYLE #6



STYLE #6+

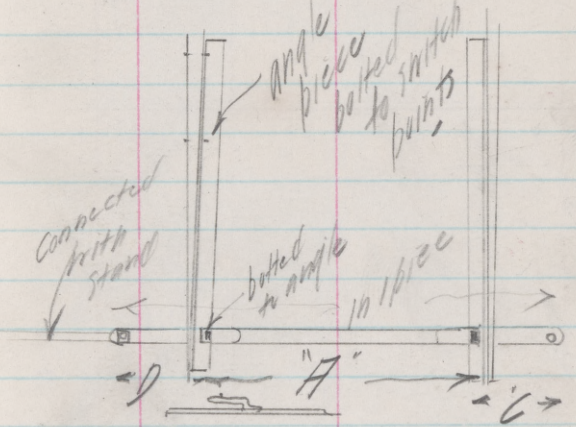
same as #6 - except screw is on opposite side than shown - i.e ½ tie rod with screw end is on far side from switch stand.

STYLE #7 AS #6

same sort of connection with point rails - but has no screw in center - that is - rod is in 1 piece A+D+C.

STYLE #8

USED WITH GROUND THROW -



LEVELS. PINE

STA.	+	-	Rod	ELEV.
LEAD. 80'				
TR. M.L. OF #0	2.7	102.7		100.0
0+80 ←				
B.C. 0+90			4.0	98.7
1+13.05				
1+23.05 E.C.			4.3	98.4
1+27. B.C.				
1+53 Where I goes back over			4.7	98.0
1+61.6			9.4	93.3
1+95.5 E.C.			10.3	92.4
2+45 END TR.			10.7	92.0

ACTUAL ROADS WITH T-LEVEL

Lt.

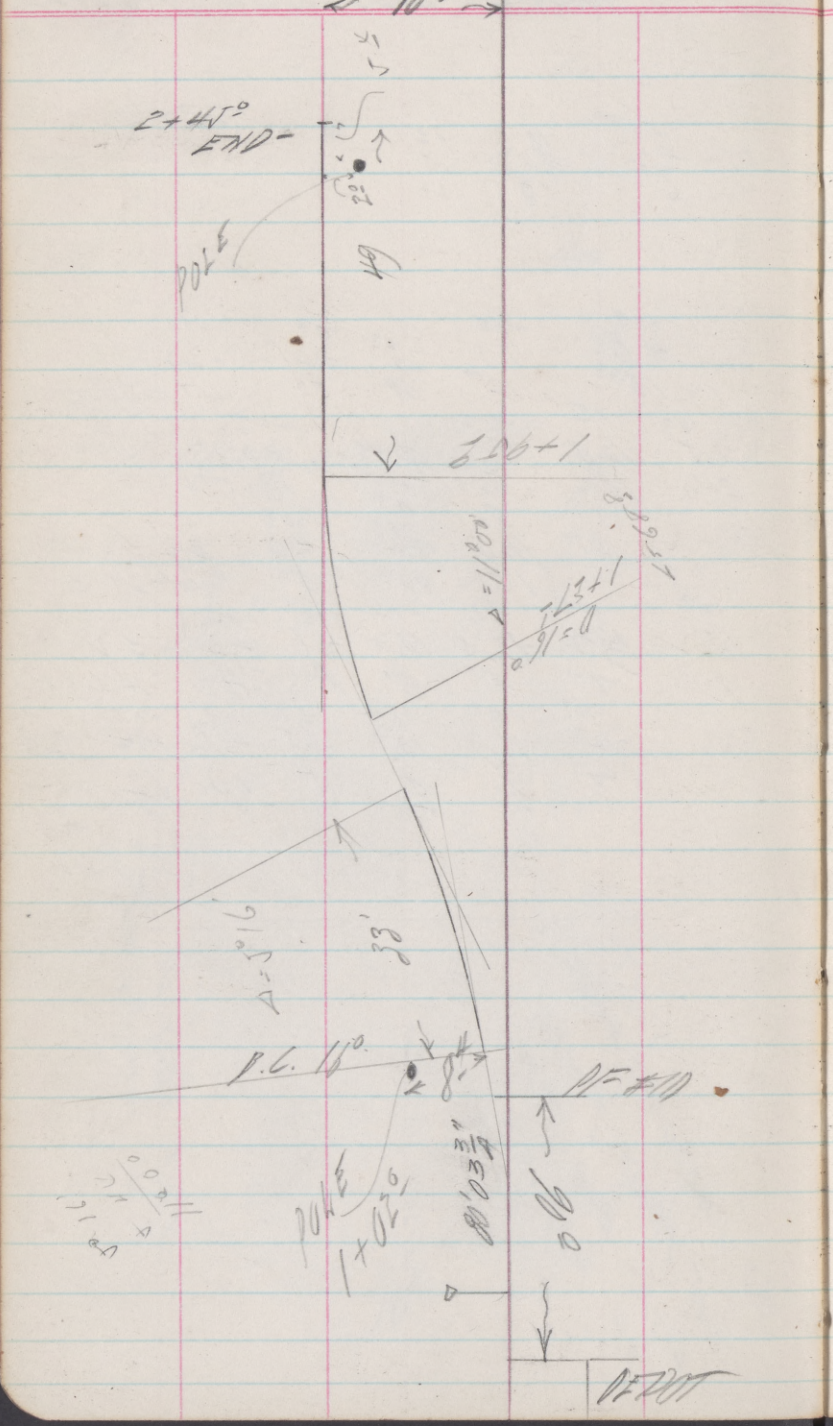
Rt.

Rt

PUT PAINT "X" ON
PLOT FROM T-LEVEL
PLOT TOP & THIN
TIES "
TOP
"
"
"

62

PINE



PROPOSED SPUR

63

X-SEC. & PROFILE DRAWINGS

PAGE

	ST. VINCENT		MILLER		GALLIHER	GOLF		CERRO		STATION FROM TIME-TABLE
	108+2362	105+452-6	100+266+	104+232	102+125	97+715	95+901.5	90+70-	84+09+5	ENGINEER
										STATION
	WALL HOE #2	WALL HOE #2	20 NG #1	WALL HOE #2	WALL HOE #2	STAR #1	STAR #1	STAR #1	STAR #1	KIND OF SWITCH STAND
	Lt.	Lt.	Lt.	Lt	Lt	Lt.	Lt.			STAND ON LEFT
								Rt.	Rt.	STAND ON RIGHT
	TRAIL	TRAILS	TRAILS	LEADS	TRAILS	TRAILS	LEADS	TRAILS	LEAD	DOES SWITCH LEAD OR TRAIL
	1.5	1.5	1.5	1.54	1.5	1.5	1.5	1.5	1.5	"C"
										"M"
	1.28	1.28	1.18	1.27	1.3	1.2	.85	1.2	1.2	"K"
	.87	.88	1.1	.88	.88	1.05	1.1	1.1	1.1	"F"
	3.45	3.45	3.46	3.45	3.45	3.45	3.45	3.45	3.45	"A"
										"N"
										"O"
	1.53	1.62	1.52	1.54	1.5	1.5	1.5	1.5	1.5	"D"
	6.0	6.0	5.0	6.0	6.0	5.3	5.3	5.3	5.3	"E"
	9.2	9.15	8.18	9.2	9.15	8.37	8.43	8.4	8.3	CLEARANCE TO TARGET ROD FROM TIE
										CLEARANCE TO TRACK ON LEFT OR RIGHT FROM TARGET ROD
		4th	4th					2nd		STATE TIE ROD - 1-2-4- number of hole in which rod connects with RT. BELL.
		4th	5th					3rd		
										IMPAIRED CLEARANCE SWITCH LINED 'CLEAR'
										IMPAIRED CLEARANCE SWITCH OPEN
	M L		POSSING TR.							SWITCH IN MAIL OTHERWISE OR TRACK

ONE'S HUNDRED'S

IGNACIO

12 33+91.8	1231+88.2	1230+77.4	1228+18.4	1226+10.9	1225+71.9	1224+45.6	1223+90.2	1221+13.2	1220+62.5	1210+03.8
LONG #4	LONG #3	LONG #4	HUB #3	LONG #3	LONG #3	LONG #3	STUB #3	LONG #3	LONG #3	LONG #3
	LT	LT.							LT	
RT.			RT	RT.	RT.	RT.	RT.	RT.	LT.	RT.
T	T	T	T	LEAD	LEAD	LEAD	TRAILS	LEADS	LEAD	LEADS
1.5	1.2	1.5	1.25		1.42	1.35	1.37	1.2	1.22	1.35
	.48		.42	.40	.43	.43	.45	.45	.45	.40
3.45	3.9	3.45	3.8	3.82	3.84	3.84	3.76	3.68	3.84	3.9
	.5		.43	.45	.45	.47	.36	.45	.45	.42
1.54	1.18	1.5	1.15	1.17	1.34	1.22	1.46	1.12	1.2	1.23
5.0	4.9	5.1	3.0	5.0	5.0	5.0	5.3	5.0	5.0	6.0
8.45	8.1	8.2	5.9	6.05	8.1	8.0	8.58	7.92	8.05	8.15
			7.75				7.25			
4th		5th								
4th		5th								
STORAGE TR.	M.L.	HOUSE TR.	SONOMA M.L.	M.L.	STORAGE TR.	PASSING TR.	M.L.	PASSING TR.	M.L.	M.L.

DATA SHEET - CERRO TO

67

NOVATO

1367+47.2	1377+07.8	1376+65.2	1374+22.4
WALL #6	LONG #3	LONG #3	LONG #3
Lt	Lt.		Lt
		Rt	
L.	L.	T.	L.
1.45	1.25	1.2	1.25
	.45	.47	.47
3.63	3.85	3.85	3.85
	.47	.45	.43
1.94			
1.43	1.25	1.25	1.32
6.0	5.0	5.0	5.0
9.2	8.2	8.0	8.15
HOUSE TR.	M.L.	Pass ing TR.	M.L.

IGNACIO

1250+45.2	1224+03.2	19+84.9	17+11.7
LONG #1	WALL #4	LONG #5	WALL #5
Lt.			
	Rt.	Rt.	Rt
T.	L.	T.	L
1.52	1.53	1.35	1.3
		.43	.45
		1.4	1.4
		1.1	1.1
3.45	3.45	3.87	3.85
			.45
1.5	1.5	1.38	1.3
5.0	6.0	5.0	6.0
8.15	9.0	8.25	9.1
5 1/2	4 1/2		
3 1/2	4 1/2		
M.L.		S.V. M.L.	TURN TABLE S.W.

HAYSTACK

BURDELL

1842400S 1842400S	1847478 1847478	1853933 1853933	1867472 1867472	1842400S 1842400S	1586131E 1586131E	1570169 1570169	1568733 1568733	1391490N 1391490N	1389636 1389636
WHITE #4	LONG #3	LONG #3	LONG #3	LONG #3	LONG #3	LONG #3	LONG #3	LONG #3	LONG #3
	LT.	LT.			LT	LT.			LT
RT			RT	RT			RT	RT	
T.	L	T	L	L	T	T	L	T	T.
1.5	1.25	1.4	1.23	1.25	1.25	1.3	1.2	1.35	1.2
	.50	.45	.40	.42	.50	.45	.45	.43	.45
3.45	3.93	3.85	3.83	3.88	3.88	3.85	3.87	3.88	3.83
	.48	.43	.43	.40	.46	.42	.45	.48	.40
1.5	1.25		1.23	1.27	1.3	1.4	1.18	1.25	1.25
6.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
9.15	8.12	8.0	7.15	8.15	8.1	8.25	8.0	8.15	8.05
1/4									
1/4									
M.L.	M.L.	M.L.	M.L. PASSING T.R.	M.L.	M.L.	M.L. PASSING T.R.	M.L.	M.L.	M.L.

PETALUMA

STATION POST TIME TABLE	1	2	3	4	5	6	7	8
ENGINEER STATION	1911+40	1914+39.5	1924+07.1	1924+43.3	1926+42.2	1930+29.8	1932+45.2	
KIND OF SWITCH STAND	WALL #3	LONG #3	LONG #3	WALL #4	LONG #7	WALL #4	HOB #3	
IS STAND ON LEFT - OR IS STAND ON RIGHT	Lt.	Rt.	Rt.		Lt.		Lt.	
DOES SWITCH LEAD OR TRAIL	T.	L	T	T	L	L	L	
"C"	1.52	1.24	1.29	1.34	1.05	1.5	1.32	1.45
"M"		.42	.45	.43			.43	.40
"K"								
"F"								
"A"	3.15	3.84	3.86	3.84	3.64	3.44	3.75	3.78
"N"		.45	.45	.45			.40	.43
"O"								
"D"	1.51	1.19	1.29	1.29	1.29	1.5	1.33	1.35
"E"	6.0	6.0	5.0	5.0	6.0	6.0	3.02	3.03
CLEARANCE TO FROG ET. FOR EQUIP. TR.	9.1	9.05	8.15	8.18	9.05	9.1	6.15	6.15
CLEARANCE TO TRACK ON LEFT OR RIGHT FROM TARGET LOC								
STYLE TIE ROD 1-2-A number of hole in which tie rod connects with M. RAIL								
IMPAIRED CLEARANCE SWITCH LINED FOR MAIN TRACK								
IMPAIRED CLEARANCE SWITCH OPEN								
SWITCH IN M.L. OR IN OTHER TRACK.	M.L.	M.L.	M.L.	Poss. T.R.	M.L.	SPUR SW.	M.L.	

SW. LIGHT

3406-8	9416-E	1153-2	1400-?	2+30-?	2+44-?	7888	MM4232	1913-69-B	1933-45	1944-55
WALL #4	LONG #4	WALL #4	WALL #1	STAR #4	WALL #4	WALL #4	HUB #2	HUB #1	STAR #4	HUB #4
			Lt.					Lt.	Lt	Lt
Rt	Rt	Rt		Rt.	Rt.	Rt.	Rt.			
L	L	L	L	L	L	L	L	L	L	T
1.5	1.5	1.5	1.5	1.5	1.5	1.52	1.5	1.5	1.5	1.55
							1.28	.85		
							.87	1.1		
3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.44	3.45	3.46	3.45
1.5	1.48	1.5	1.5	1.5	1.53	1.5	1.5	1.5	1.5	1.52
6.0	5.0	6.0	6.0	5.3	6.0	6.0	3.0	3.0	5.3	3.0
9.15	8.15	9.1	9.25	8.38	9.2	9.2	6.2	6.15	8.4	6.15
			8.55					6.8		
					10.6					
3rd	5th	3rd	4th	4th	4th	4th	2nd	2nd		3rd
2nd	5th	4th	4th	3rd	4th	4th	2nd	2nd		1st
TEAM TR.	HOUSE TR.	LADDER TR.	TEAM TR.	MINERY TR.	LADDER TR. SW.	LADDER TRAIL SW.	PASSING TR	M. L.	PASSING TR.	PASSING TR.

SWITCH LIGHT

					PETALUMA				
LT	CROWN PARK SIDING								
	2122+76 ℄	2076+20 ℄	1970+06 ℄	1892+87 ℄	1796+22 ℄	1752 ℄	1756 ℄	1574 ℄	1390 ℄
	LONG #3	LONG #3	LONG #3	LONG #3	LONG #4	HUB #4	HUB #4	WALL #4	WALL #3
	LT.	LT.	LT.	LT.	LT.		LT.	LT.	
						RT.			RT.
	L	L	L	T	T	T	L	T	L
	1.4	1.22	1.18	1.26	1.5	1.5	1.5	1.5	1.38
	.16	.4	.45	.45					.40
	3.91	3.87	3.87	3.85	3.45	3.45	3.45	3.44	3.82
	.47	.4	.47	.44					.44
	1.3	1.25	1.37	1.3	1.5	1.5	1.5	1.5	1.22
	3.0	4.0	5.0	5.0	5.0	3.0	3.0	6.0	6.0
	6.3	7.2	8.05	8.15	8.15	6.2	6.2	9.2	9.15 LT.
							6.8		RT.
						6.0	-		LT.
					5 TH		3rd	5 TH	RT.
					5 TH		3rd	5 TH	
	M.L.	M.L.	M.L.	M.L.	M.L.	WINE RY TR.	WINE RY TR.	HOLE TR	LADDER TR.

GOTHAM — PENN GROVE — E.L.

SW. TO LAV'S	2351+88	2349+45	EAST XOVER SW	WEST SW XOVER	2333+23	2320+73	EAST SW.	SPUR SW.	WEST SW	2142+51	
LONG	LONG #3	LONG #3	HUB #4	STA #3	WALL #4	LONG #3	LONG #1	WALL #2	LONG #3	LONG #3	
#1	Lt	Lt.	Lt.	Lt.	Lt.	Lt	Lt.	Lt		Lt.	
Rt									Rt		
	T	T	T	L	L	L	T	L	L	T	
1.51	1.17	1.15	1.5	1.24	1.5	1.23	2.41	1.5	1.4	1.32	
	.48	.47	.	.40		.43			.45	.45	
							1.13	1.29			
							1.1	.85			
3.46	3.87	3.85	3.45	3.74	3.46	3.87	3.45	3.46	3.86	3.85	
	.45	.41		.41		.43			.45	.45	
1.52	1.22	1.2	1.5	1.26	1.52	1.27	1.5	1.52	1.33	1.39	
5.05	5.1	5.0	3.3	5.3	6.0	5.0	5.0	5.5	5.0	5.0	
6.2	8.1	8.1	6.35	6.4	9.2	8.15	8.22	8.72	8.15	6.25	
			6.35								
1st					4th		5th	3rd			
3rd					3rd		5th	4th			
M.L.	M.L.	HOBE TR.	M.L.	XOVER SW	PASSING TR.	M.L.	M.L.	M.L.	M.L.	M.L.	

		BELLEVUE				WILFRED			STATION FROM TIMETABLE
	2-1-1+47.2	2634+94.2	2675+82.8	2623+99.2	2-1899+37.9	2488+63.9	2477+07.1	2475+89.3	ENGINEER STATION
ONG #3	LONG #3	LONG #3	LONG #3	HALL #6	LONG #3	LONG #6	LONG #6+	LONG #3	KIND OF SW. STAND
	Lt.			Lt.	Lt.	Lt.	Lt.	Lt.	STAND ON LT. OR
Rt.		Rt.	Rt.						STAND ON RT.
L	L	T	T	L	T	T	L	L	DOES SW. LEAD OR TRA
1.28	1.2	1.25	1.2	1.43	1.39	1.5	1.5	1.29	"C"
.30	.44	.40	.44		.41			.43	"M"
									"K"
									"F"
3.84	3.85	3.84	3.88	3.63	3.88	3.65	3.65	3.85	"A"
.43	.45	.45	.48		.48			.48	"N"
				1.92		1.05	1.0		"O"
1.31	1.2	1.15	1.15	1.42	1.17	1.52	1.5	1.24	"D"
5.0	5.0	5.0	5.0	5.9	4.9	5.0	5.0	5.05	"E"
8.2	8.1	8.05	8.1	9.2	8.15	8.3	8.35	8.25	CLEARANCE TO TARGET ED FROM TRACK
								Lt.	CLEARANCE TO TRACK ON LEFT OR RIGHT FROM TARGET ED
								Rt.	
								Lt.	STYLE TIE ROD 1-2-3
								Dt.	Number of hole to which tie rod connects with D. RAILS
									IMPAIRED CLEARANCE
									SWITCH LINED CLEAR
									IMPAIRED CLEARANCE
									SWITCH OPEN.
M.L.	M.L.	M.L.	PASSING TK.	M.L.	M.L.	PASSING TR.	PASSING TR.	M.L.	SWITCH IN M.L. OR OTHER TRACK

SANTA ROSA

2742+59	2742+57	2741+55	2740+76	2740+39	2739+73	EAST OVER SW.	2735+72	2730+70	2724+73	2723+57	
WALL #4	WALL #A	HUB LOW #3	HUB #3	HUB LOW #3	WEST MFG #3	HUB #5	RAMP STREET #5	HUB #3	LONG #5	LONG #3	
Lt			Lt	Lt			Lt.				
	Rt.	Rt.			Rt	Rt.		Rt.	Rt.	Rt.	
T	T	T	L	T	L	T	L	T	L	L	
1.53	1.52	1.39	1.13	1.29	1.15	1.24	1.24	1.17	1.5	1.28	
		.12	.15	.18	.52	.38	.45	.5		.30	
						1.3	1.35		1.3		
						1.1	1.1		.85		
3.45	3.46	3.78	3.82	3.84	3.87	3.73	3.88	3.85	3.65	3.84	
		.15	.10	.13	.10	.12		.10		.13	
1.53	1.6	1.27	1.27	1.3	1.25	1.24	1.15	1.2	1.34	1.31	
6.0	6.0	3.23	3.05	3.0	3.35	3.0	3.0	3.03	5.0	5.0	
9.15	9.15	6.1	6.1	6.2	6.45	6.15	6.05	6.3	8.05	8.2	
			6.45	6.5							
		6.8									
3rd	5th										
4th	3rd										
SIDING	M.L.	M.L.	SIDING	SEB EAST OF W.L BR.	SIDING	M.L.	WEST OVER	SIDING	SIDING	M.L.	

SANTA ROSA

2750+62	27A+4603	27+4840	6708 SW.	2+1846.7	25+4901	27A+4792	29+4523	27+4355	2+4248
HUB #3	HUB #3	HUB #4	4-L THIRD	GROUND THR. #9	GROUND THR. #3	GROUND THROW #8	STAR #3	WALL #4	HUB #4
Lt	Lt		Lt.	Lt	Lt	Lt.	Lt.	Lt	
		Rt.							Rt.
T	T	L	L	L	L	L	L	L	L
1.5	1.5	1.5			1.17		1.25	1.5	1.5
.15	.10				.14		.13		
3.77	3.77	3.45		3.8	3.80	3.8	3.80	3.45	3.45
.41	.14				.42		.13		
1.34	1.22	1.5		1.8	1.21	1.85		1.5	1.5
3.0	3.0	2.5	7.0	3.35	3.0	2.65	5.3	6.0	3.0
6.2	6.05	5.7		6.95	6.05	6.4	8.4	9.2	6.15
6.9	6.8								
		7.2							
		2nd						3rd	2nd
		4th						5th	3rd
N.L.	N.L.	SIDING	WINERY TR.	SIDING	CANNERY TR.	SIDING	CANNERY TR	SIDING	N.L.

2776+44	2765+85	2763+42	2762+31	2760+45	2759+10	2757+49	2755+72	2754+64	2754+27	2750
LONG #5	LONG #3	WELL MFG #5	GROUND THR. 6+	HUB #4	HUB #4	GROUND THRO #3	GROUND THRO STUB	LONG #3	HUB #3	H #
			Lt.		Lt.	Lt	Lt.			L
Lt	Rt	Rt.		Rt.				Rt	Rt	
T	T	L	T	L	T.	T	L	L	L	
1.27	1.3	1.23	1.32	1.48	1.5	1.25		1.5	1.25	1.
.45	.44	.47				.40		.45	.45	
1.4										
1.1										
3.87	3.83	3.85	3.61	3.45	3.45	3.9		3.85	3.85	3.
.46		.44				.42		.	.45	
			.95							
1.23	1.28	1.31	1.45	1.3	1.5	1.24		1.24		1.
5.05	5.0	3.5	4.0	2.9	3.25	3.0		5.0		3.
8.2	8.1	6.7	7.2	6.2	6.45	6.2		8.1	8.1	6
			5.65		11.3	7.6				6
		6.2		6.6						
				3rd	3rd					
				3rd	3rd					
M.L.	SIDING	M.L.	SIDING	M.L.	M.L.	SIDING	SIDING	SIDING	M.L.	M

N

FULTON				SAND DUNE			STATION FROM TIME TABLE
2098+85	2080+43	2310+93	2310+22	2296+62	2294+20	2300+62	ENGINEER STATION
LONG #3	LONG #3 LT.	MAIN #4	LONG #3	LONG #3	LONG #3 LT.	LONG #3 LT.	KIND OF SWITCH STAND IS STAND ON LEFT
RT.		RT.	RT.	RT.		IN LT.	IS STAND ON RIGHT
		T	T		T	LEAD	DOES SWITCH LEAD OR TRAIL
1.35	1.32	1.54	1.30	1.23	1.21	1.4	"C"
.47	.46		.47	.50	.45	.44	"M"
				1.42		1.4	"K"
				1.1 6 BOLTS.		1.1 6 BOLTS.	"F" (STRAP)
3.88	3.88	3.45	3.86	3.86	3.85	3.85	"A"
.45	.42		.45	.41	.45	.43	"N"
							"O"
1.38	1.40	1.53	1.19	1.32	1.17	1.32	"D"
5.95	6.0	6.0	5.10	5.0	5.0	4.95	"E"
9.1	9.25	9.2	8.0	8.15	8.0	8.2	CLEARANCE TO TRACK 1 FROM TRACK 2 CLEARANCE TO TRACK ON LEFT OR RIGHT FROM TRACK 2
							IN STYLE T.S. ROD 1-2-4 NUMBER of holes TO WHICH THE ROD OF SWITCH STANDS WITH ST. RAILS
		N/A				1	IMPROVED CLEARANCE
		ST.				ST.	SWITCH LINED CLEAR
							IMPROVED CLEARANCE SWITCH OPEN.
		ML.	SIDING	SIDING	ML.	ML.	SWITCH IN M.L. OR OTHER TRACK

This corner cracked & mended 9.1.52

9L

FULTON

E. Main

3006 +79	1/4 32 S 4 3E		2 +9.7	8 +20	3016 +04	3019 +63	3025 +62	179 6 +32	
LOWE #4	LOWE #3	N. #4	=	MR. KNOX	STOP	LOWE #3	LOWE #3	STOP	LOWE
LT.	LT.	LT.	LT.			LT.		STAND	
				LT.			LT.		LT.
1.5	1.5	1.54	1.52	1.54		1.25	1.17		
	.44					.41	.49		
3.45	3.82	3.46	3.46	3.45		3.82	3.87		
	.45					.47	.43		
	1.19	1.5	1.52	1.53		1.17	1.20		
5.92	5.92		5.95	6.02		6.0	6.0		
9.0	9.0	9.1	9.1	9.1	9.5	8.8	9.0	9.3	
3		3	5	4					
4		4	4	3					
	ML	=	=	ML		ML	ML		
				8					

Hayes

7.9 Dent

7.12

77

	WINDSOR				MARK WEST		FREGONESE CREEK	FULTON	FIRTH
	3344 + 05	3325 + 81	3322 + 97	3323 + 12	3307 + 73	3058 + 69.6	3024 + 74	3004 + 76	E.V. S.B.
	MAINLINE #2	MAINLINE #2	MAINLINE #4	MAINLINE #4	MAINLINE #4	MAINLINE #4	HUB #3	MAINLINE #4	GND.
	LT.			LT.	LT	LT.	LT.	LT.	LT.
		RT.	RT.						RT.
	T.	T	L	L	T	L			
	1.52	1.5	1.5	1.5	1.5	1.52	1.5	1.52	"C"
							0.4		"M"
	1.3	1.28							"K"
	9 HOLES	9 HOLES							"F"
	3.45	3.44	3.45	3.45	3.45	3.46	3.75	3.46	"A"
							0.4		"N"
									"O"
	1.53	1.52	1.52	1.53	1.52	1.5	1.25	1.5	"D"
	6.0	5.9	6.0	5.9	6.0	6.0	3.05	6.0	E
	9.2	9.2	9.2	9.3	9.2	9.1	6.0	9.1	WEAR
							6.9		
	√	4	3	√	√	4th.		4	
	√	4	4	√	4	3RD.		3	
	M.L.	M.L.	M.L.	M.L.	M.L.	M.L.			

HEADS	← BALDHACHE →				←	GEARY →	
OVER-P.SW. POINT SPOTS.	EAST SWITCH	4+54± =	6+00 ON GOOGLE DIT STAR.	3470 +30.3	3449 +84±	3422 +089	3415 +538
LONG-3	LONG #3	MAKE #4	MAKE #4	MAKE #4	MAKE #4	=	MAKE #4
	LT.	LT.	LT.			LT.	LT.
RT.				RT.	RT.		
		L	L	L	L	T.	L.
1.15	1.18	1.5	1.5	1.5	1.5	1.5	1.5
0.5	.47						
3.25	3.85	3.44	3.45	3.45	3.45	3.44	3.46
4	.44						
1.21	1.18	1.44	1.52	1.5	1.52	1.51	1.51
6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
9.25	9.0	9.5	9.2	9.25	9.3	9.3	9.2
		4	4	4	4	4	5
		4	4	5	4	4	4
					M.L	M.L	M.L
M.L	M.L	-	=	SIDING			

6L

HEADSBURG—

								STATION FROM TIME-TABLE
OL	90	340	349	340.7	STUB 349.6	340.4	349.3	ENGINEERS
DZ	76.5	44.5	44.9	+34.1	+32.5	+98.6	95	STATION.
STUB	STUB	STUB.	LONG	BEHIND		=	LONG #3	KIND OF SWITCH STAND
		LT.	#3			LT.		IS STAND ON LEFT
	RT.		RT.				RT.	OR RIGHT
							L	DOES SWITCH HEAD OR TRAIL
			1.1			1.18	1.32	"C"
			0.5			.044	05	"M"
								"K"
								"F"
			3.85			3.89	3.88	"A"
			.43			.48	.4	"N"
								"O"
			1.33			1.32	1.32	"D"
			6.0			6.0	6.0	"E"
9.6	9.4	9.5	9.1	9.55	10.5	9.25	9.2	CLEARANCE FOR ENGINE CLEARANCE FOR CAR ON LEFT OR RIGHT TRACK OF STUB TO WHICH THE HEAD IS A NUMBER OF LONG IN WHICH THE CAR OR ENGINE WILL BE STANDING WHEN SWITCH IS NOT PROPERLY LINED FOR THAT TRACK
								IMPAIRED CLEARANCE WITH SWITCH LINED WRONG
								IMPAIRED CLEARANCE SWITCH OPEN
						ML	ML	SWITCH IN M.L. OR IN OTHER TRACK
STUB	STUB	STUB						

OCTAGON TANGENT 0.9 STARS

SPRING TO LEFT

THROUGH MAINS

08

VERO	← LYTTON				→	SUN.	CHAUNTY	WILSTED
39	38	37	37	37	36	36	36	35
+94	+12	+39	+09	+94	+89	+02	+79	+07
Wht Lt #2	Wht #2	=	Wht #4	Wht #4	Wht #2	=	Wht #2	Wht #3
LT.	LT.			LT.	LT.			
		RT	RT.				RT.	RT.
L	T	T	L	L	T	L	L	L
1.52	1.5	1.52	1.5	1.5	1.5	1.5	1.5	1.21
								.40
3.45	3.45	3.46	3.46	3.46	3.46	3.46	3.45	3.88
								.46
1.50	1.5	1.51	1.5	1.5	1.5	1.5	1.5	1.18
6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
9.2	9.25	9.15	9.2	9.15	9.15	9.2	9.25	9.0
								LT.
√	√	3	4	3	√	4	4	
√	4	3	4	4	4	4	3	RT.
M.L.	M.L.	M.L.	M.L.	M.L.	M.L.	M.L.	M.L.	M.L.

1964	← GEISERVILLE →								
	3930	3927	3926	3924	3912	3908	3906	3903	3901
	+22	+80	+45	+03	+74	+06	+36	+89	+078
	WABASH #4	LONG #3	WABASH #4	LONG #3	WABASH MFG. CO. #4	LONG #3	=	=	WABASH #4
	LT	LT.				LT.			LT
	RT.		RT	RT.	RT.	RT.		RT.	
	L	L	T	T	L	L	L	L	T
	1.49	1.5	1.26	1.48	1.45	1.5	1.2	1.5	1.54	1.5
			.46		.43		.49		
	3.46	3.45	3.86	3.45	3.84	3.45	3.90	3.46	3.45	3.45
			.44		.44		.44		
	1.5	1.5	1.26	1.5	1.2	1.5	1.18	1.49	1.52	1.52
	5.95	6.0	6.0	6.0	6.0	2.95	6.0	6.0	6.0	6.0
	9.2	9.24	9.1	9.0	9.0	6.1	9.0	9.2	9.2	9.25
						6.5				
							9.0			
	4	3		3		√		3	3	3
	√	4		4		√		3	3	4
	M.L.	M.L.		M.L.		M.L.		M.L.		M.L.
			SWING		SWING					

	AST							STATION FROM TIMETABLE
								ENGINEER
4+06	6+06	3+07	1+92	4+88	4+83			
+306				+7.9	+96			STATION
	STD.	STD	LONG #3	MAIN #2	MAIN #4	=	MAIN #1	KIND OF SWITCH STD
	LT		LT.	LT.		LT	LT	IS STAND ON: LEFT
RT.		RT			RT.			OR RIGHT
T.			L	L	L	L	L	DOES SWITCH LEAD OR TRAIL
1.5			1.2	1.5	1.5	1.5	1.5	"C"
			.44					"M"
								"K"
								"F"
3.45			3.87	3.45	3.45	3.45	3.46	"A"
			.45					"N"
								"O"
1.5			1.17	1.5	1.5	1.5	1.5	"D"
6.0			6.0	6.0	6.0	6.0	6.0	"E"
9.2	9.6	9.0	9.45	9.2	9.2	9.2	9.2	CHANGED FROM TK CHART TO FIND LT. & RT
								IN STD TIE ADD 1-2-4 NUMBER OF DOTS IN MATCH BOARD SYMBOLS
				3	3	3	4	
				3	4	3	4	
								IMPAIRED CLEARANCE WITH SWITCH LINED CLEAR
								IMPAIRED CLEARANCE SWITCH OPEN
ML.				ML.	ML	ML	ML	SWITCH IN M.L. OR OTHER TK
	=	=	SIDING					

| | | |

86

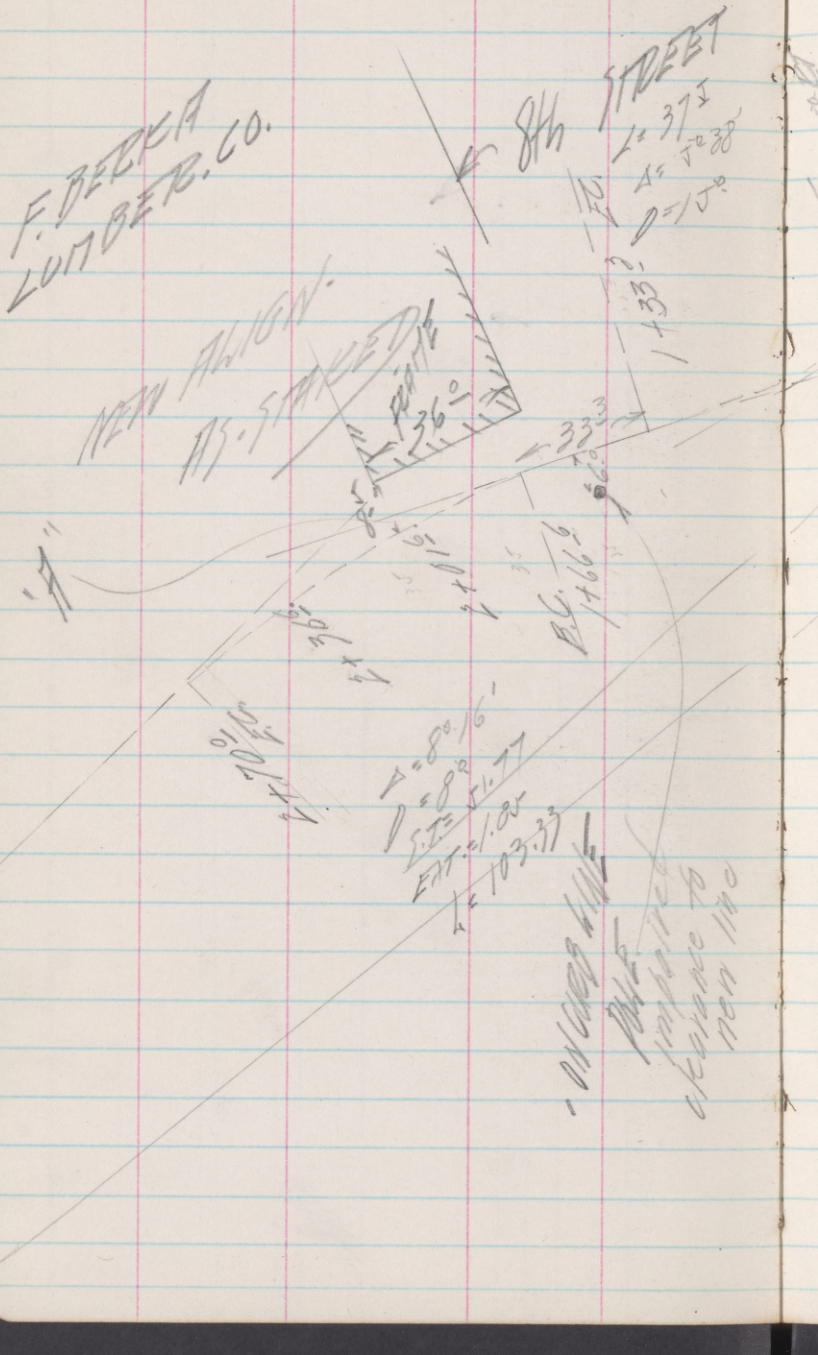
LT ET

STATION FROM TIME-TABLE	ENGINEER'S STATION	KIND OF SWITCH STD	IS STAND ON LEFT OR RIGHT	DOES SWITCH LEAD TO MAIN	CLEARANCE TO RIGHT OF EDGE OF TK	CLEARANCE TO ANY TK ON LEFT OR RIGHT	IN TIE-PD-1-3-A No of hole in which PD connects with TIE-RODS	IMPAIRED CLEARANCE WITH SWITCH LINED CLEAR	IMPAIRED CLEARANCE WITH SWITCH LINED OPEN	SWITCH IN M.L. OR OTHER TK
				"C"						
				"M"						
				"K"						
				"F"						
				"A"						
				"N"						
				"O"						
				"D"						
				"E"						

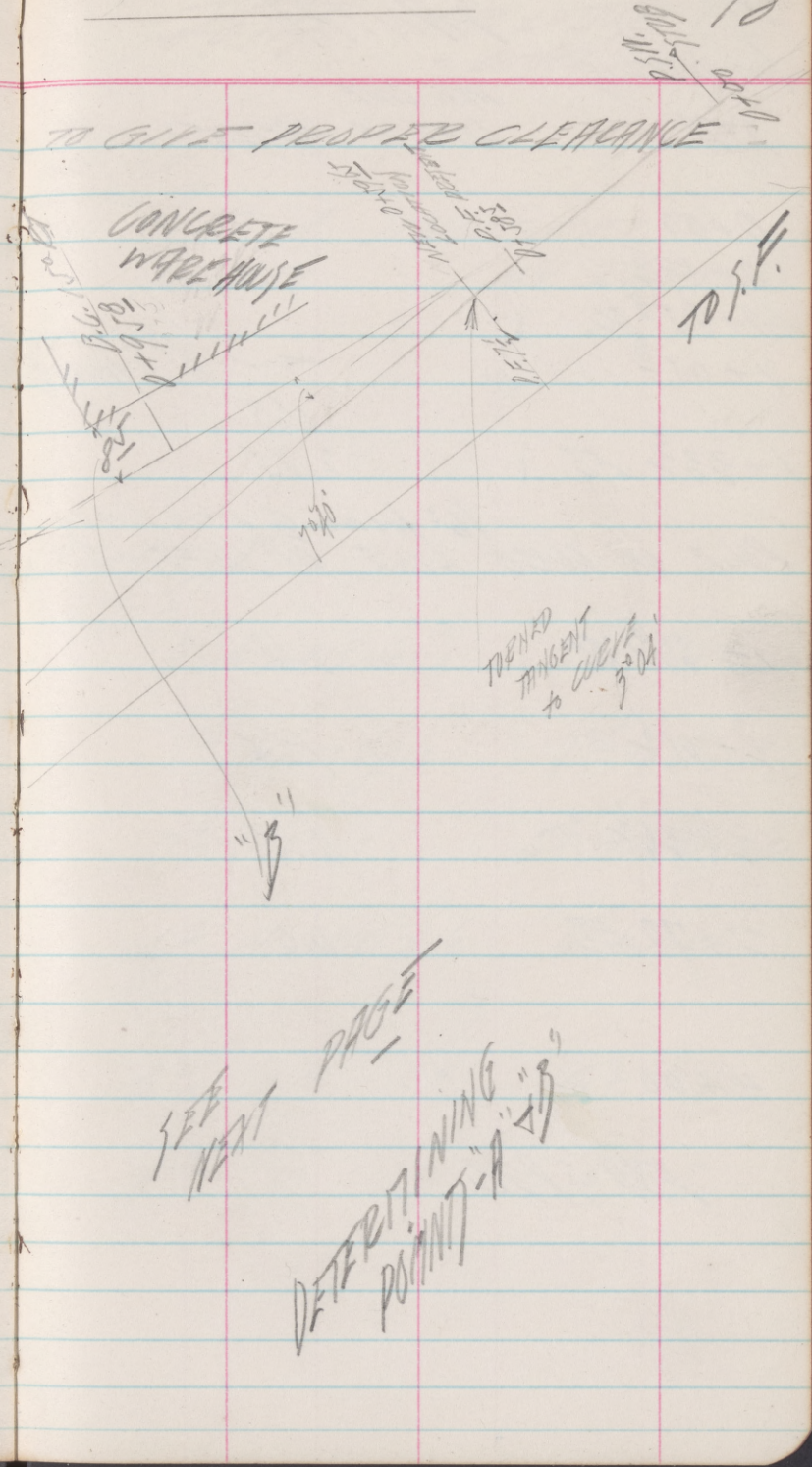
92

SANTA ROSA

STACKED LUMBER SPUR



TO GIVE PROPER CLEARANCE



94

SANITA

(on NEW LINE)

STA.	NEW LINE LEFT OF PRESENT	
0+00		
0+59½		
0+95⅝ BC.		
1+05⅝		← (8½ to CENTER on 16 from ℄
	1.63	
1+33⅜ EC.	2.85	
	(16' from ℄ new line)	
POKE ON CURB	LINE ON LEFT	
1+66⅙ BC.	2.18	
2+01⅙	1.25	
2+36⅙	0.25	
2+70 EC.	0.0	
4+00		

END POKE

POST — FOR LUMBER — OFFICE —

POST & PRESENT FENCE TO WOOD PILES & STRUCTURES

ON LEFT ON RIGHT.

(continued)

(TO BE CONTINUED) 8⁵⁄₈

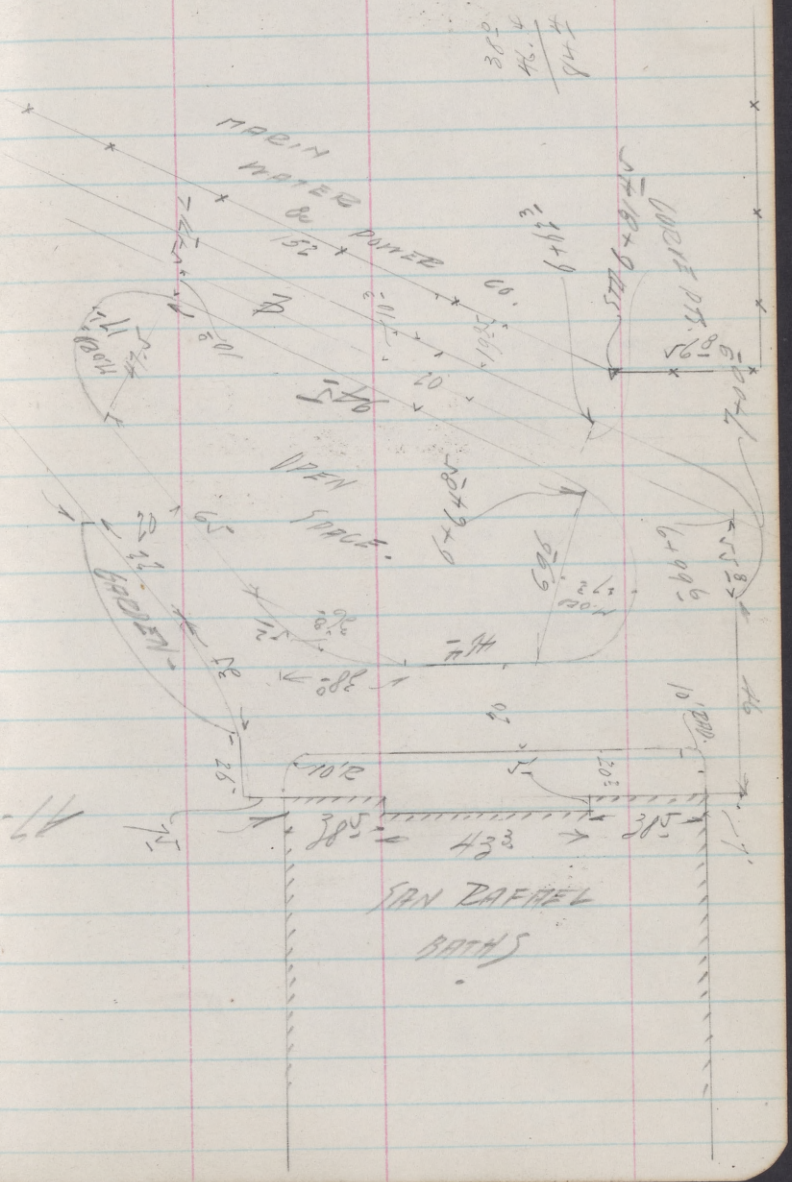
7 3/4 to wood pile.	9⅝ to BLDG
7¼ to wood pile	7 2/8 to BLDG
7⁰ " "	6½ to wood pile
6¼ to wood pile	6¼ to wood "
6½ " "	6½ "
6½ " "	6½ "

SECOND - STREET

- SAN RAFAEL -

TOLL ROAD SURVEY.

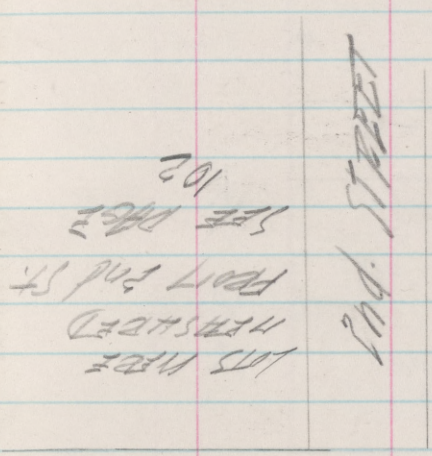
APRIL - 22 - 1916 -



POLE
OPEN
72D - STREET
BLDG -
ENTRANCE

SAN RAFAEL -

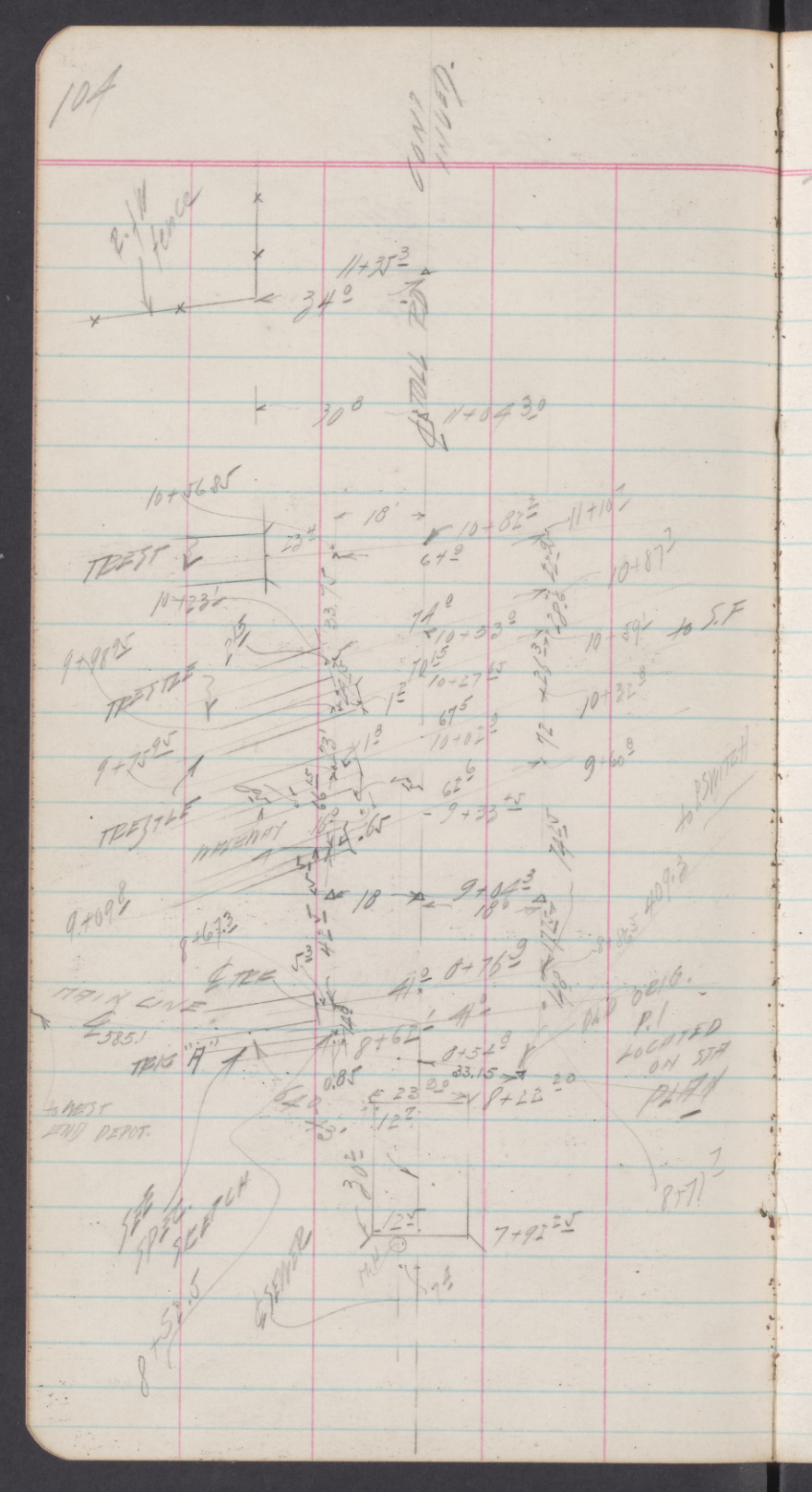
TOLL ROAD SURVEY



3ED AVE
146
326
270
239
203
180
121
93
74th St.

SAN RAFAEL-

TOLL ROAD

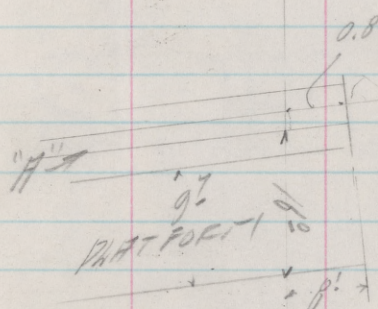

TRESTLE
TRESTLE
TRESTLE
TRESTLE
TRESTLE "A"
P.I. LOCATED ON STA
WEST END DEPOT.

SAN RAFAEL -

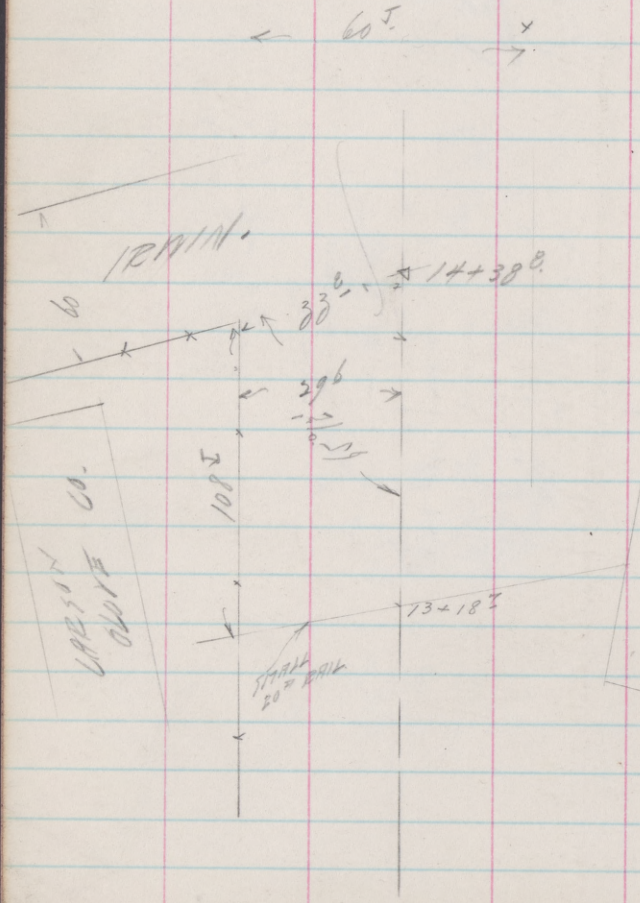
TOLL - ROAD

TRACKS - IN RESPECT TO
℄ ROAD AND 18' OFFSET TANGENT
EACH SIDE - ✓

9+09.8
66.15
9+75.95
23
9+98.95
24.15
10+23.10
33.75
10+56.85



SAN PEDRO -
TOLL ROAD.
& IRWIN STREET



TOLL ROAD

LEVELS

STA.	+	↑	Rod	ELEV.
	11.21	12.38		11.17
℄ 3rd +				
℄ TOLL.			3.9	8.48
0+00			4.25	8.13
0+50			4.55	7.83
1+00			4.80	7.58
1+50		℄ T	4.7	7.68
2+00			4.9	7.48
2+50			5.1	7.28
3+00			5.0	7.38
3+50			5.3	7.08
4+00			5.48	6.90
P.C. IAV.			5.55	6.83
4+50			5.52	6.86
5+00			5.31	7.07
6+00	ch. pav.		5.38	7.00
7+00			4.91	7.47
	BRIDGE		4.30	8.08
			4.34	8.04
8+50			4.63	7.75
T.R. "A"			4.68	7.70
T.R. "B"			4.60	7.78
9+00			4.65	7.73
T.R. "C"			4.73	7.65
9+50			4.72	7.66

+- SECS.

Lt. Rods Rt

8.18 8.13 7.83
4.2 4.2 4.5
18 out 18 out

5.25 5.25 4.8 5.2
18 16 18

5.3 5.2 4.9 5.6 6.2
24 16 7 18

5.55 4.85 5.0 5.5 6.4 6.4
18 0 8 12 18

6.0 6.0 5.48 5.8 6.6 6.7
16 13 9 16 18

5.48
11 edge bar. 5.4 5.5 5.38 5.45 5.24
18 10 18
5.14
18 4.58
18

5.22 4.6 5.84 5.98
16 11 18

5.2 5.2 4.65 4.6 4.65 5.67 6.02
18 9 7 6. 9.0 18

8.69 8.69 4.72 4.7
17 15 11

12.38

STH	Rod	
TP "D"	4.2	8.08
" "E"	4.36	8.02
TP "F"	4.61	7.77
T.P. "G" 10+87	4.87	7.51
11+00	5.3	7.08
11+50	6.31	5.87
12+00	6.98	5.40
12+50	6.95	5.43
13+00	7.00	5.38
To/trail. "H" 13+18	6.90	5.48
13+50	6.70	5.68
14+00	6.88	5.50
Pkg/line	6.50	5.88
10+ Q 18"W-		
Tolk	5.82	6.56
Sidewalk. 18"W St.	6.27	6.11

5.86 5.0 5.25 5.3
18 15 9

6.79 6.96 6.61
18 18

6.85 6.6 7 6.9
18 18

7.0
18

6.78/18

+ above
- below

112

TOP PRESENT SILLS.

STA.			GZD TOP CHK	ELEV. Present
499+76				104.41
500+01		104.46	+.25	104.71
500+12		104.57	+.15	104.72
500+25		104.80	+.25	104.95
500+30		104.75	-.15	104.64
+35		104.80	-.03	104.77
+41		104.86	+.13	104.99
+45		104.90	+.05	104.95
500+51		104.96	-.22	104.74
+58		105.03	-.19	104.84
+61		105.06	-.10	104.96
65		105.10	-.06	105.04
69		105.14	-.13	105.01
77		105.22	+.06	105.28
+81		105.26	+.04	105.30
+85		105.30	+.12	105.42
+89		105.34	.00	105.33
95		105.40	-.04	105.36
501+00		105.45	+.09	105.54
+25		105.70	+.21	105.91
39		105.86	-.10	105.76
45		105.95	+.02	105.97
501+51		106.01	-.15	105.86
55		106.04	+.02	106.06
58		106.07	.00	106.06
64		106.13	+.03	106.16
76		106.25	.00	106.25
+82		106.31	-0.3	106.01

Top Sill. Tunnel #1

RED ELEV.	DIFF	top sill -	BOT. FOOT BLK.	
104.41	0.0	104.01-.83	104.54	104.01
104.65	+0.6			104.35
104.76	-0.4			104.46
104.90	+0.5			
104.95	-.31			
105.00	-.28			
105.06	-.07			
105.10	-0.15			
105.16	-.47	- 104.76		
105.23	-.39	-		
105.26	-0.30	104.86		
105.30	-0.26			
105.34	-0.32	-		
105.42	-0.14			
105.46	-.16			
105.50	-.08			
105.54	-.21			
105.60	-0.24			
105.65	-0.11			
105.90	+0.1			
106.04	-0.28			
106.10	-0.13			
106.16	-0.30			
106.20	-0.14			
106.23	-0.17			
106.29	-0.13			
106.425	-0.17			
106.480	-0.47	-		

11A

105.45
87
33

106.31

+87	106.33	-.32	106.01
+91	106.37	-.16	106.21
+95	106.41	-.10	106.31
101+99	106.45	-.36	106.09
102+11	106.57	-.03	106.54
102+12	106.595	-.11	106.48
102+18	106.650	-.27	106.38
+25	106.73	+.12	106.85
+46	106.945	+.24	107.18
	106		
102+63	107.110	+.15	107.26
73	107.23	+.22	107.45
+86.5	107.345	+.19	107.53
103+00	107.450	+.24	107.69
3+14	107.595	+.23	107.83
+26	107.71	+.27	107.98
+38	107.83	+.29	108.12
103+50	107.95	+.35	108.30
+62	108.07	+.35	108.42
+74	108.19	+.34	108.53
+86			108.57
104+02			108.72
4+14			108.84
+26			108.92
+37			109.07
49			109.12
62			109.27
73			109.42

106.48

106.53	-0.52	-
106.57	-0.36	-
106.61	-0.30	
106.65	-0.57	-
106.77	-0.23	
106.79	-0.31	
106.84	-0.46	
106.91	-0.06	
107.02	+.16	
107.29	-0.03	
107.41	+.04	
107.525	✓	
107.660 ✓	+0.3	
107.795	+.05	
107.91	+.07	
108.03	+.09	
108.15	+.15	
108.27	+.15	
108.39	+.14	
108.51	+.06	
108.67	+.05	
108.79	+.05	
108.89	.03	
109.00	.07	
109.12	✓	
109.25	+.02	
109.36	+.06	

STA.	+	H	−	Rod
	6.91	106.91		
T.P.				1.17
	+4.84	110.58		
500+01				7.93
500+01 -	top rail.		4.61	

EZEV

105.74

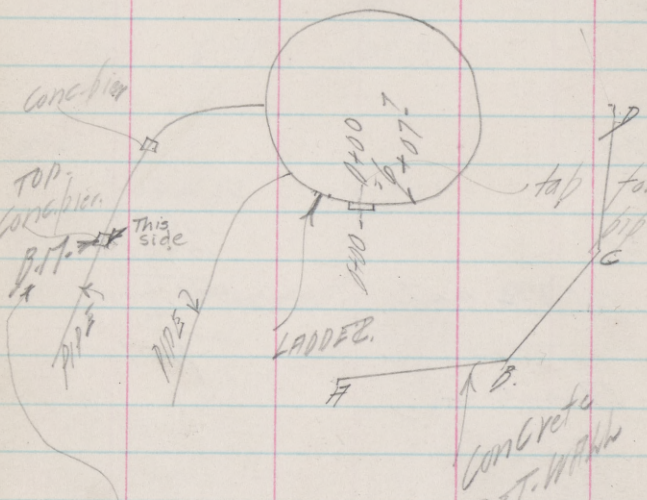
104.65

105.97 - mail

19 inches

105.97
104.65
1.32
-.25
1.57

SAUSALITO - OIL TANK



STA.	+	=	-	Rod	ELEV.	
B.M.	3.685	103.68				
0+00				0.15	103.53	✓
0+10				0.31	103.37	✓
0+20				0.45	103.23	✓
0+30				0.51	103.17	✓
"A"	top retain wall			4.85	98.83	
"B"	" "			4.98	98.70	
"C"	" "			4.82	98.86	
T.P. (1)			4.82		98.86	
	+5.32	=				
			104.18			
0+40				0.94	103.24	✓
0+50				0.79	103.39	✓
T.P. (1)					98.86	
	+7.71		106.57			
0+60				3.03	103.54	

STA.	+	±	-	Rod	ELEV.
D.		106.57		7.64	98.93
0+70				2.90	103.67
0+80				2.83	103.74
0+90				2.82	103.75
1+00				2.82	103.75
1+10				2.80	103.77
T.P. (2)		4.12			102.45
	+3.86	106.31			
1+20				2.57	103.74
1+30				2.53	103.78
1+40				2.53	103.78
1+50				2.53	103.78
1+60				2.51	103.80
B.M.		6.32			100.00
	6.96	106.96			
1+70				3.13	103.83
1+80				3.13	103.83
1+90				3.20	103.76
2+00				3.32	103.64

101.76
100.16

X=2068

Profile of Fee
5/18/16.

124

T.C.

CAPE WEST LEFTE'S POINT

POSSIBLE
LINE CHANGE

SONOMA VALLEY BRANCH
— L-STG 5 —

39 ✓	-0.6	-1.2	-3.3	-4.0		
	4	6.5	11.8	35.5		
38+50 ✓	-0.3	-0.4	-3.4	-3.5	-2.1	-1.2
	4	6.0	15.5	20.5	25	35.5
38+00 ✓	-0.3	-2.0	-1.0	0.0	+1.0	
	4	13	15.5	27	37	
37+50 ✓	-0.4	-1.0	-1.2	+1.1	+1.6	+5.2
	4	5	6.5	11	27	30
37+00 ✓	-0.5	-1.0	-1.0	+0.6	+1.0	+5.2
	4	6	7.5	10	19	25.5
36+50 ✓	-0.3	-0.8	-1.0	0.0	+1.4	+1.0 +5.2
	4	5.5	6.5	9	12	16.5 26
36+00 ✓	-0.2	-0.8	-1.0	0.0	+1.0	+3.0 +5.2
	4	4.5	8	10	18	23.5 36
35+50 ✓	0.0	-1.0	-1.0	+0.4	+0.5	+2.0 +5.2
	4	5.5	6.5	9	15	21 25.5
35+00 ✓	-0.6	-1.2	-1.2	+0.7	+0.3	+1.0
	4.5	6.5	7.5	10.5	15.5	25
34+64						
BEG. CUT.	-0.5	-2.0	-1.7	-0.5		
	4	9.5	14	27.5		
34+50	-0.5	-0.9	-1.5	-1.5	-2.8	-2.7 -1.9
	4	6.5	8	9.5	12	16 30
34+00	-0.6	-0.8	-1.4	-2.0	-1.8	-1.0 -2.0
	4	6.0 B.Pks.	7	11	15	3.5
33+50	-0.7	-1.0	-1.3	-1.8	-1.2	-2.0
	4	5.5	6	11	15.5	35.5

96 F. Berka Number
Cs.

0+00 P.SW. STOB-SAWMILL
0+58 ± OLD PF
0+59 ± NEW LOCATION PF.
0+65 ± B.C. 15° Rt.
length = 37' ±

1+13 ± E.C.

33.5'

B.C. 8° Lt.

+ 35 ± 1.2
+ 35 0.25

EC. Center

-HEADSBURG-
THEON - LUMBER
SPUR TO STANDARD
CLEARANCE -

1.63 rear BM.

2.80

2.18

-3' east

7.1

7'

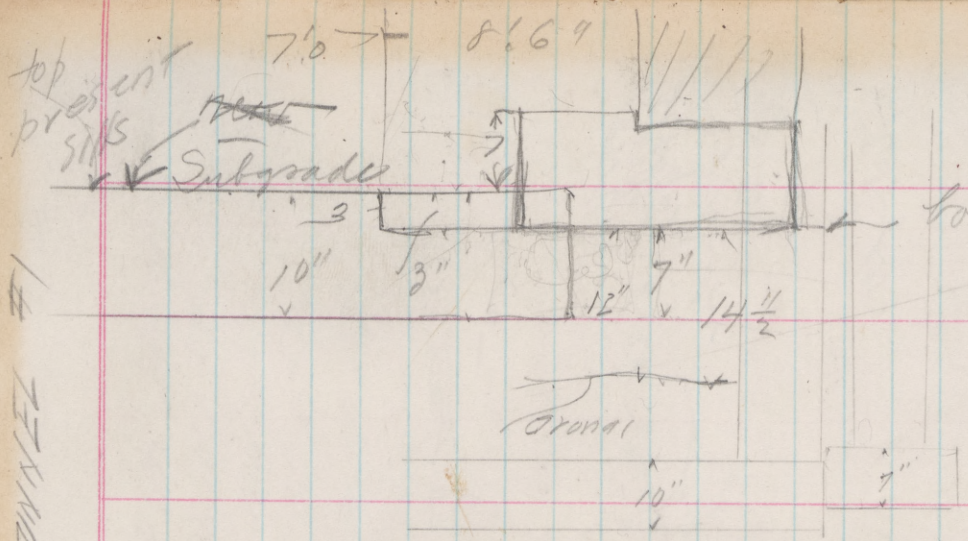
-6.1 Ft.

7' to BLDG

6

9 R.I

Set air 30' from
back



30'
2'

bottom of footing

Drawn by H.K.J.

Is work by -

SEE DUPLICATE IN FILE

TUNNEL

18

SEPT. 24-1917

SEE PAGE 121

129

-SAUSALITO-

LEVELS	AROUND	OIL -	TANK
B.M.	3.64	103.64	
0		0.08	103.58
0+10		0.24	103.40
0+20		0.40	103.24
0+30		0.44	103.20
T.P. (at C)		4.78	98.86
	4.98	103.84	
0+40		0.57	103.27
0+50		0.41	103.43
0+60		0.28	103.56
0+70		0.13	103.71
0+80		0.06	103.78
T.P.	3.50	106.48	0.86	107.48
0+90			2.71	103.77
1+00			2.70	103.78
1+10			2.69	103.79
T.P.	6.28	106.89	5.87	100.61
1+20			3.09	103.80
1+30			3.09	103.80
1+40			3.08	103.81
1+50			3.09	103.80
1+60			3.06	103.83
T.P.			6.87	100.02
	4.16	104.16		
1+70		103.88	0.28	
1+80		103.88	"	
1+90		103.81	0.35	

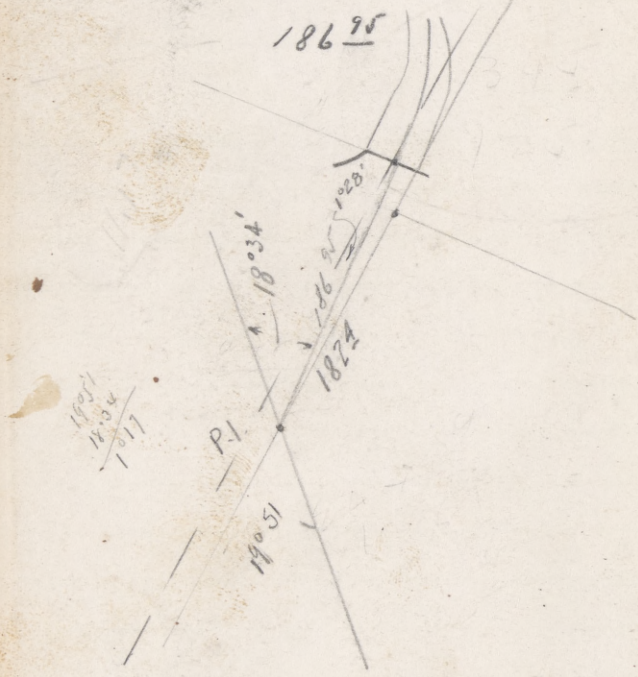
C-836+34.3 E is 3.9 Lt.

C-835+56.9 / B-835+51.8 E.C. = F is 4.26 Lt

B 834+00 = C.C. 7°41'L F is 4.3 Lt

B 832+50 = " C.C. 10°04 F is 3.55 Lt

E.C is 4.25 Lt. & and 4.55 ft Wt of

Wm BH- 74-D

186.95